October, 1957 50 cents

PACIFIC FISHERMAN

Selling Tuna at Auction p11

Abstention Line Re-location . p16

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FAST FISHING ON BRISTOL BAY—A sharp on-the-spot shot by Jim Kelly at the peak of the heavy but all-too-brief Kvichak run of 1957. Here a fisherman loads his 32-footer to the swamping point with a nylon netful of Red Salmon.

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Our Fifty-Fifth Year— **OCTOBER 1957**
Vol. 55 No. 11

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"Star of the Sea" Sets Albacore Catch Record

Landing a full cargo of 180 tons of Albacore, the tuna clipper *Star of the Sea* set a new record for a fare of Longfin tuna when she delivered her trip to Westgate-California Tuna Packing Co., San Diego, September 23. She had been at sea 63 days.

Previous Albacore catch record, according to San Diego marine historians, was 102 tons landed in 1951 by the clipper *Courageous*.

Star of the Sea was commanded on her record trip by Capt. Josey Silva of Point Loma, with Winn J. Bagley of San Diego as chief engineer.

Alaska Fall Season Production Is Moderate

Nothing more than moderate fishing developed in Southeast Alaska during the 10-day fall season which closed Oct. 1.

Final figures for production in that period were not available at press-time, but those who watched the situation closely believed the pack would not exceed 75,000 full cases, all Chums, and all in talls.

As a shift from the expected pattern, the Alaska Fishery Administration opened all normally open waters of Southeast Alaska to fishing. The regulations until that time had provided for fall fishing in only a limited number of bays frequented almost entirely by Chums. Fishermen were urged voluntarily to refrain from fishing where any significant number of late Pinks were taken.

Puget Sound Pinks Under 250,000 Cases

Wind-up of Pink salmon fishing on Puget Sound indicated a pack of something less than 250,000 full cases, and perhaps not much more than 200,000.

This is based on the American catch of 2,775,722 fish through Sept. 24.

The catch of the Canadian fishermen through the same date was 2,532,809 fish, leaving them short by more than 200,000 fish in the first year of administration of the Pink salmon fishery along with that for Sockeye under the International Salmon Treaty between the United States and Canada.

Drastic Closure Clamped On Puget Salmon Fishing

Flat closure of all salmon fishing in the Puget Sound, Grays Harbor and Willapa Harbor areas of the State of Washington was ordered Sept. 27 by Milo Moore, state director of fisheries, in an effort to secure a satisfactory spawning escapement from exceeding unsatisfactory runs up streams reduced to extremely low water levels.

The closure applied also to sport salmon fishing in streams, although not in saltwater.

The "crash" closure was a drastic move designed to cope with an emergency situation.

The spawning runs of all species of salmon were far below what is regarded as normal in Washington waters and with the streams in critically low condition it was deemed essential that every possible salmon be given a chance to get to the spawning gravels.

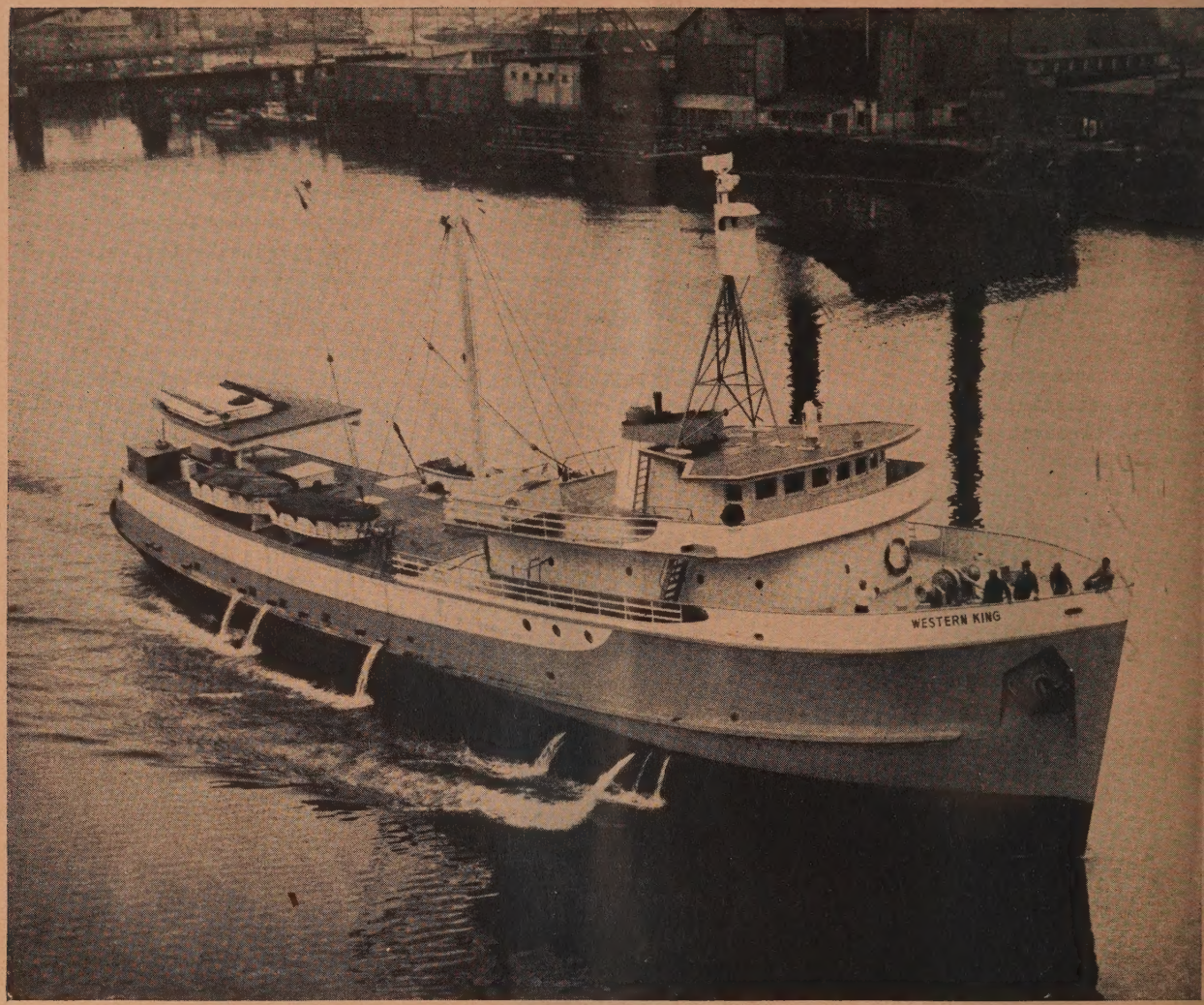
Silver salmon run off and into Puget Sound during the summer months was one of the heaviest in many years, but extremely heavy toll was taken of it by trollers, both sport and commercial.

With the streams at such low levels as was reported late in September there was grave fear as to whether the uncaught Silvers would be able to enter and ascend the rivers.

Peaks Are Named for Lost Fish Biologists

Three U.S. Alaska fishery biologists who lost their lives in a Southeast Alaska airplane crash in 1954, are being memorialized in the names of three peaks overlooking the land where they labored.

The mountains are now Mount Kelez, Mount Kolloen and Mount Shuman, named for George Kelez, Larry Kolloen and Richard Shuman.



Western King, owned and operated by Western Boat Building Company, Tacoma, Washington.

World's largest tuna clipper uses Texaco 100% to keep her operating efficiently, dependably

The giant Western King ranges the Pacific, Atlantic and Caribbean for fish, storing and preserving its perishable cargo for as long as 70 days at sea.

This great tuna clipper, as all of Western's fishing fleet, is 100% Texaco-lubricated – an outstanding example of how Texaco lubricants help keep fishing vessels operating at full efficiency.

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THE TEXAS COMPANY
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Case in point Tiger Brand Specialist Hazen White is on familiar ground along the San Pedro waterfront. Here he discusses rope splicing techniques with Pete Cekalovich, skipper of the "Besty Ross," a tuna and sardine purse seiner. Mr Cekalovich uses 5/8" Tiger Brand Galvanized Purse Seiner Rope. "Always dependable," he says.

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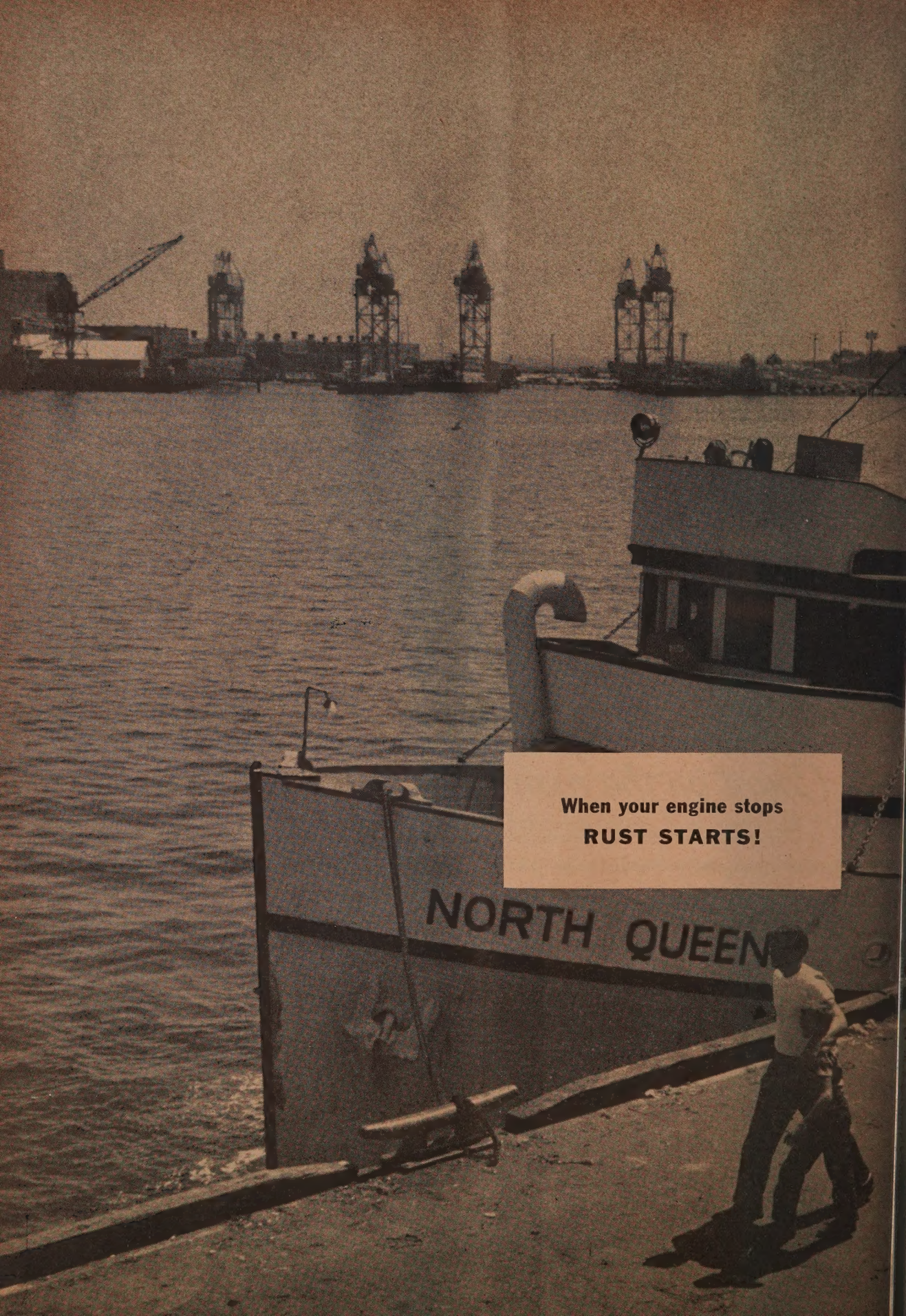
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RUST STARTS!
NORTH QUEEN

NEW TYDOL HD KEEPS ON WORKING WHEN YOUR ENGINE'S OFF!

As your engine cools, water forms in your cylinders to bring on your worst enemy—rust! But new, exclusive Tydol HD has an amazing additive that's impervious to water! It prevents formation of rust by leaving a protective film on cylinder walls and moving parts.

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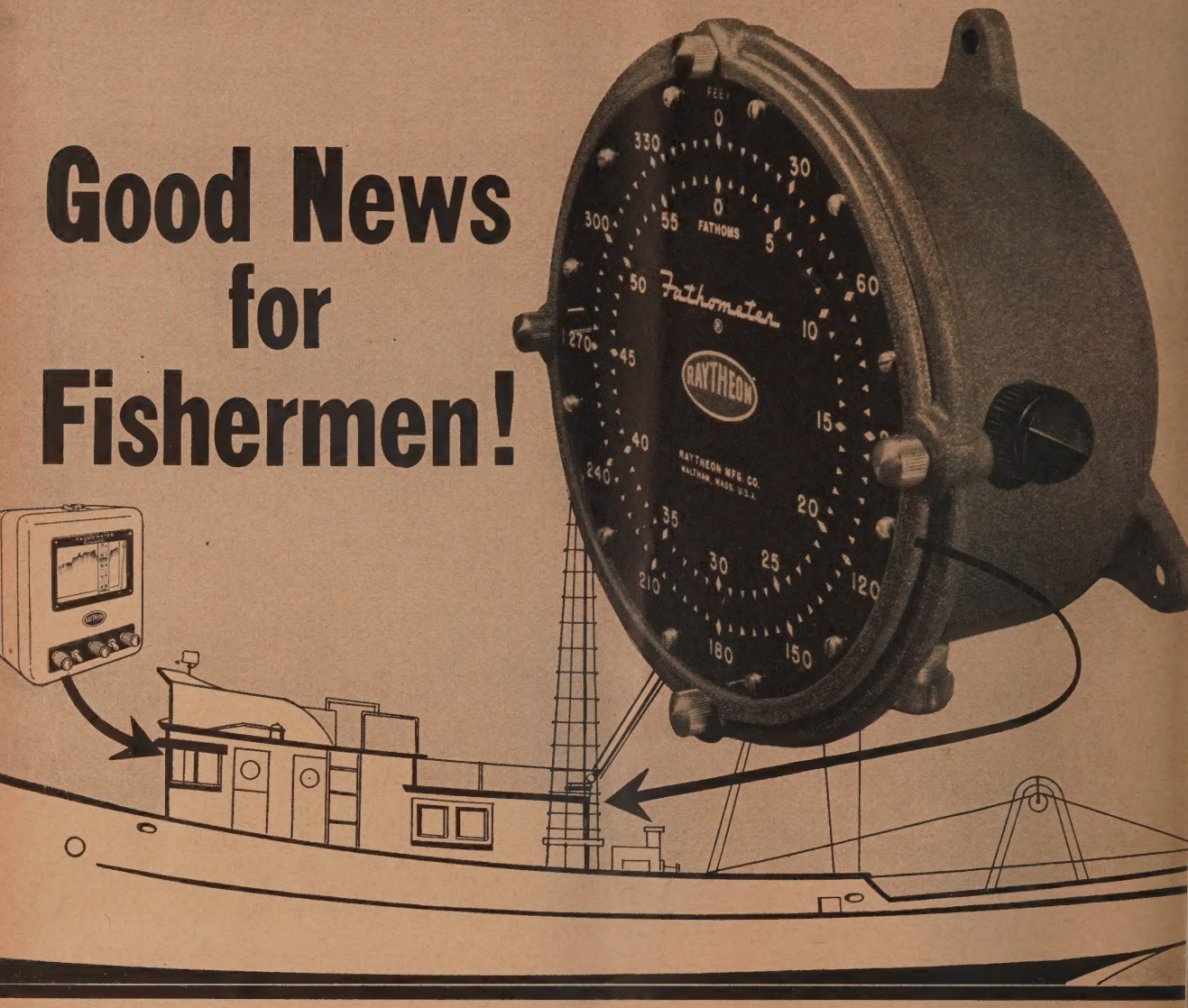
ON OR OFF—YOUR ENGINE'S SAFER WITH NEW TYDOL HD!

RAYTHEON HAS BUILT MORE DEPTH SOUNDERS THAN ANY OTHER MANUFACTURER IN THE WORLD.

Good News for Fishermen!



This remote indicator doubles the usefulness of your Fathometer® for only $149.50

If you own a Fathometer you can save time, catch more fish, earn more money by installing a Raytheon Model 2017 Remote Indicator. Installed abaft the deck house or on the winch housing, it gives you accurate, easy-to-see depth readings while you are handling your nets.

Instead of looking at the unit in the deck house or having soundings called out, just a glance at the big dial and bright flashing light of the Model 2017 tells you what you want to know right where you are working.

Housed in a heavy, weather-proof, water-tight case that can be installed in the open, the Model 2017 is built for rugged, sea-going duty and years of reliable service.

The oversize dial is ten inches in diameter and there is only one knob for control. Installation is simple—the unit just plugs into any current model Fathometer. (Remember, *Fathometer* depth sounders are made only by Raytheon). It is available for either deep or shallow model Fathometers and can also be installed with other makes of depth sounders.

Successful fishermen use Fathometer depth sounders. The *most* successful fishermen use the profit-making combination of a Fathometer plus the Model 2017 remote indicator. Why not see your Raytheon dealer for full details.

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Commercial Equipment Division, Marine Products Dept., Waltham 54, Mass.

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This 240,000-pound steam drum, built by Combustion Engineering for a large generating plant, is here being hoisted 120 feet into position by strong wire rope. It's a striking example of how . . .

safety rides on quality wire rope

You may never hoist loads as large as this 120-ton drum. But *safe, top quality wire rope is just as important to your own operations.* For, although the price of a "bargain" rope would be less, failure of such a rope could cost you thousands of dollars in wrecked equipment. Don't be a victim of false economy. Buy a wire rope that's a quality rope—buy Wickwire Rope.

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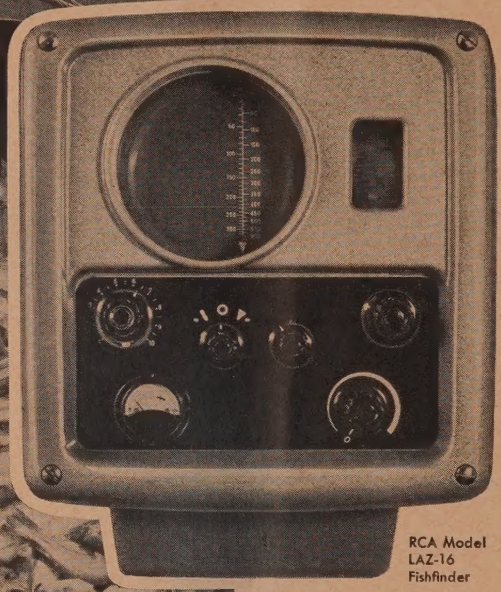

RCA Model LAZ-16 Fishfinder

You can cut fishing time and reduce unprofitable "dragging" with this compact electronic device. First fishfinder with large cathode-ray tube, the LAZ-16 supplies a sharply detailed continuous scope presentation of a single fish or a whole school, the sea bed and other underwater objects down to 320 fathoms.

The RCA Fishfinder performs rugged double duty as a navigation aid when used as a depth indicator. It warns of underwater hazards that damage valuable gear, gives precise indications of bottom conditions.

You'll find RCA Fishfinders adaptable to many different fishing applications. Installation is low in cost, and easy pull-out indicator unit is simple to service. All models are sea- and spray-waterproofed, and unaffected by varying climatic conditions.

Complete specifications, prices and application data will be sent on request.

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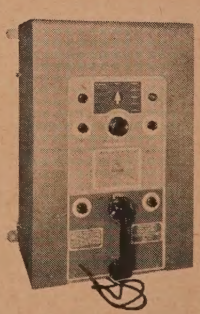
CR-105 RADAR

RCA Radar is designed for compact, cost- and power-saving installation aboard fishing boats. Easy to use, ideal for close-in or open sea navigating.



ET-8050 RADIOTELEPHONE

RCA Radiotelephones keep you in touch with home port offices, other fleet units. Talk ship-to-shore, between ships, calling and distress frequency.

LAZ-17 RECORDING DEPTHSOUNDER

The RCA LAZ-17 Recording Depthsounder, a companion to the above LAZ-16, is designed to give a graphic interpretation of rocks, wrecks, other underwater hazards. Traces a continuous running graph of bottom conditions. Invaluable for shallow water navigation.

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Above All---It Catches More Fish

Mr. James R. Townsend, Fishery Consultant with headquarters in San Francisco, California, is technical advisor to fishing companies in various countries while also supervising netting sales for world-wide Wilbur-Ellis Company. With over 30 years experience with fishing gear of all types he says: "I have seen MARLON netting being manufactured at Momoi's factory in Japan with the quality and workmanship meeting severe and rigid specifications demanded by purchasers. I have also seen MARLON netting in use under extremely rugged fishing conditions in many parts of the world and examined MARLON after several years of use fishing in Peru, South Africa, Mexico and California. I am satisfied both with fishability and long-lasting qualities of MARLON when used in areas where formerly the netting deterioriated very rapidly. It is my opinion that MARLON gives better value than any other synthetic netting being offered and have no hesitation in recommending it for use in seine nets wherever used throughout the world."

Captain Casimiro Mena, top flight skipper of forty-two footer **Bibaco No. 1** of Chimbote, Peru, says: "La red de MARLON es buena porque resiste el peso de muchas toneladas de anchoveta y su color no se destine facilmente. Tambien tiene la ventaja de no podrirse con la sangre del pescado. La red de MARLON es liviana y facilita el trabajo de levantarla cuando esta con pesca. Para rememdar la red de MARLON, los nudos no se resbalan de las mallas, en cambio en nylon si sucede esto. Esta red a pescado 2,750 toneladas en termino y de ano y medio, y es un buen resultado para una lancha de este tamano, y la red sigue en buenas condiciones de pesca."

Marlon Menhaden Seine ★ Marlon Mackerel Seine ★ Marlon Herring Seine
Marlon Tuna Seine ★ Marlon Salmon Seine ★ Marlon Sardine Seine
Marlon Anchovy Seine ★ Marlon Shrimp Trawl

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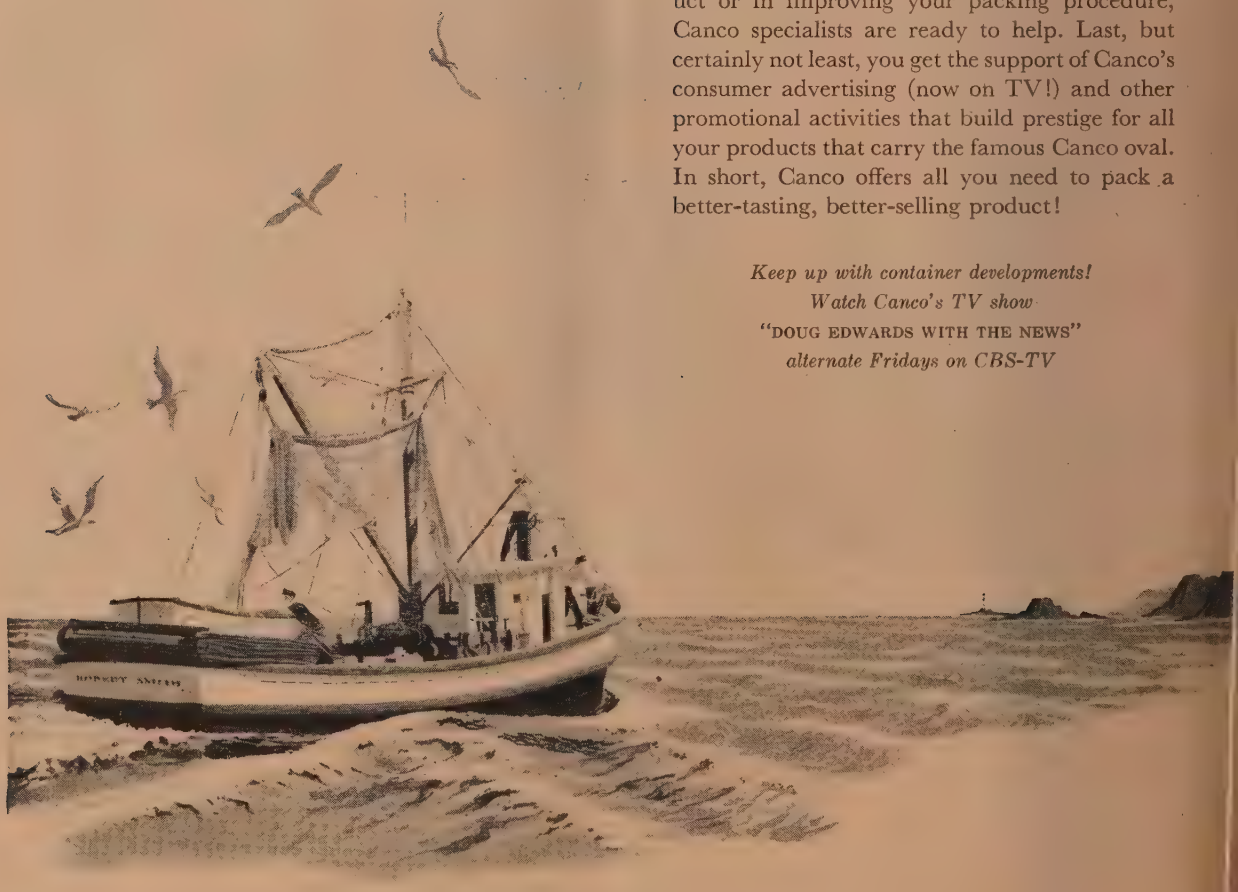

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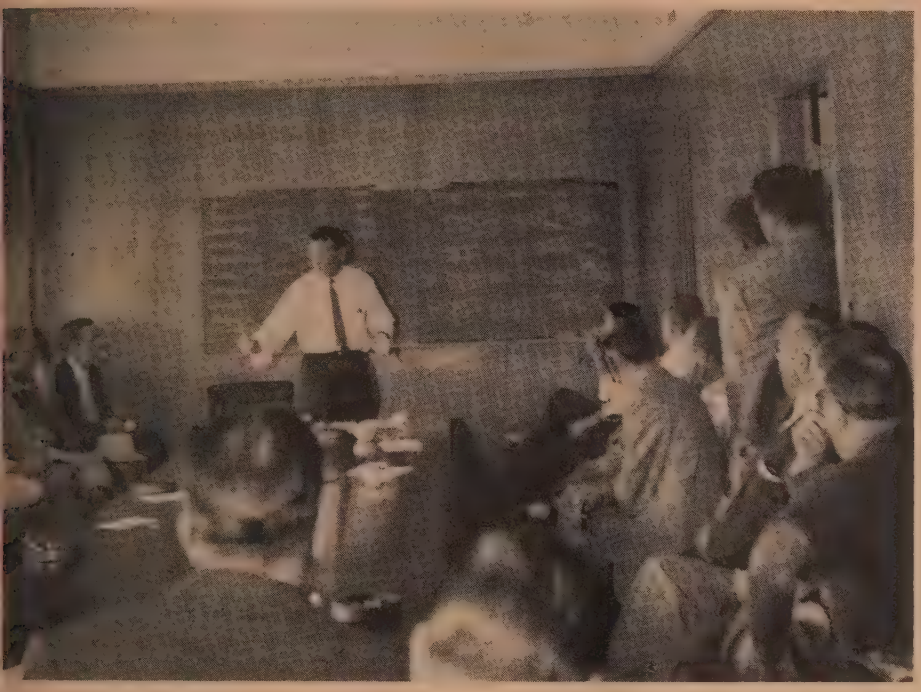
PACIFIC FISHERMAN OCTOBER 1957



HISTORIC PICTURE — One of the first auctions of tuna ever held, with Harold Cary, manager, American Tunaboat Association, selling 1,544 tons of tuna. The sales are being held weekly on Wednesday in the ATA headquarters building at San Diego. They establish a new phase in large-scale buying of American fish for canning purposes.

Selling Tuna at Auction

Producers Take Revolutionary Step to Market Their Catches

• In an unprecedented move to unoad its members' boats — some of vhich had been tied up for more than ix weeks with full loads—the Ameri-an Tunaboat Association in Septem-er initiated selling tuna at auction in an Diego.

This represents a revolutionary step the marketing of fish for canning the United States. Auction selling common in the fresh, frozen and ured fish businesses, but it is beeved the departure in tuna selling arks its first large-scale application the selling of fish for subsequent nning.

Although auctioning to presstime ad not produced prices satisfactory boat owners and fishermen, it *had* cceeded in moving fish, and the TA continued to sell by this means members tuna as it comes in from a.

Almost 50 men, including tuna nners, boat owners and fishermen attended the last auction before *Pacific Fisherman* went to press. At the ATA building in San Diego before the sale began, these keen competitors stood about chatting and exchanging goodnatured banter; but Harold Cary, general manager of the ATA, appeared and announced that the auction would start in a moment, the group of men fell silent and followed him into the ATA's conference room in a strictly-business mood.

• Taking his place at a blackboard listing boats in the harbor and their tonnages of fish, Mr. Cary asked if they were ready. The men indicated that they were.

Mr. Cary then announced that 1,500 tons of fish were up for auction. Bids would not be accepted on individual boat loads, but on any or all of the total amount of fish offered. "We would like the fish to be unloaded by Saturday after next," he said. "Please state your unloading date with your bid."

He explained briefly the auction's purpose and how the bidding would take place. "At present we are conducting an auction once a week, every Wednesday at 3 p.m. We may make it oftener if doing so will be more convenient."

Glancing at a paper in his hand, he said, "We've received a bid by phone from Pan Pacific for 250 to 300 tons. We may conduct the auction in the future by phone if those present ex-

Southern California Tuna Receipts

Cumulative totals for 1957 to Sept. 14 for all deliveries from all sources.
Previous years shown to nearest comparable dates.
(Data from U.S. Market News Service)

	Albacore	Bluefin	Skipjack	Yellowfin	Bonito	Yellowtail	Total
San Pedro	16,299	7,725	22,716	47,495	1	35	*95,271
San Diego	8,190	694	16,030	23,179	..	14	#48,242
Total to Sept. 14, 1957	24,489	9,419	38,746	70,674	1	49	143,513
Total 1956	18,551	5,415	44,862	81,350	2	41	150,221
Total 1955	27,978	5,065	39,172	54,289	17	..	127,352

* Includes 32,306 tons of imported frozen tuna, 12,412 Albacore, 7,243 Skipjack, 12,412 Yellowfin.

Includes 3,314 tons of imported frozen tuna, 402 Albacore, 175 Bluefin, 1,318 Skipjack, 1,179 Yellowfin, 240 tons unspecified.

press a desire to do it that way." He turned and wrote "Pan Pacific" on the blackboard. "Pan Pacific bids $240 for Yellowfin and $200 for Skipjack. Are there any other offers?"

A man spoke up. "Are you going to specify size?"

Mr. Cary consulted his paper. "They average 8 to 10 lbs. Would you like me to list the sizes after the boats' tonnages of fish?"

The assembled bidders indicated that they would, and Mr. Cary wrote this information after the name of each boat and its tonnage.

"Now, are we ready?" he asked.

The group indicated that it was ready.

"All right, will anyone else care to bid on this 250 to 300 tons, or on any part of the 1,500 tons being offered?"

Nick Trutanic, vice-president in charge of production for Star-Kist Foods, Inc., leaned forward: "I'll bid on 1,000 tons at $240 a ton for Yellowfin, with a $10 premium for fish over 7 lbs., and $200 a ton for Skipjack, with a $10 premium for fish over 14 lbs." Mr. Trutanic sat back while Mr. Cary wrote these figures on the blackboard.

"Are there any other bids on any or all of this amount?"

Bob Beaman, vice-president in charge of purchasing for Van Camp Sea Food Co., Inc., spoke up: "On 1,000 tons I'll bid $240 for Yellowfin, plus a $20 premium for fish over 7½ lbs. On Skipjack I offer $200, plus a $20 premium on fish over 14 lbs."

Mr. Cary entered this bid after Van Camp's name on the blackboard. "Are there any other bids?"

Heads leaned together and a murmur arose briefly.

Then Ed Kovalcheck, representing Westgate-California Tuna Packing Co., made an offer: "On 700 tons I'll bid $255 a ton for Yellowfin, with a $5 premium for fish over 7½ lbs., and $215 a ton on Skipjack, with a $5 premium for fish over 14 lbs."

Nick Trutanic then upped his bid to $250 for Yellowfin, with a $10 premium for fish over 7 lbs., and $210 for Skipjack, with a $10 premium for fish over 14 lbs.

Another murmur went through the room, then Mr. Beaman matched Mr. Trutanic's bid for the remaining 544 tons of fish.

Mr. Cary made these entries on the blackboard, then asked if there were further bids. There were none, and he asked to be excused for five minutes while he consulted with other members of his association.

In less than five minutes he reentered the room and announced that Star-Kist had bought 100 tons of tuna and Van Camp 544 tons, both at $250 per ton for Yellowfin and $210 for Skipjack, with $10 per ton premiums for fish over 7 and 14 lbs. respectively. The auction was over. Fishermen, boat owners and canners arose and stood about in groups quietly discussing the event.

Obviously, the selling price was equivalent to $260 per ton for Yellowfin and $210 for Skipjack, as all Yellowfin would earn the $10 premium; and none of the Skipjack would do so.

• How will fisherman and boat owners divide the proceeds of this and other auctions? Shares will be computed at $230 per ton for Yellowfin and $190 for Skipjack, with fishermen getting 48.13% of their boats' net proceeds and boat owners the remainder. Later, when this year's first round of tuna is disposed of, the amount accrued in excess of these figures will be divided on the same basis.

• The auction reported here was only one of several such weekly sales. At others substantial purchases have been made by other canners in need of fish. For example, Westgate-California Tuna Packing Co., purchased 2,000 tons of raw tuna at an auction held August 28.

Capt. John Goodwin, vice-president in charge of fish procurement for Westgate-California, said "Westgate, in operating its own fleet, will be assured of a normal supply of raw tuna for canning operations. There may be, however, some fluctuations in raw fish prices from time to time as supply and market conditions vary in areas outside your own fleet operation."

To meet increasing sales, Capt. Goodwin said that raw tuna purchases from outside sources will continue as needed.

Canner's View of Auction

• When asked what he thought of this new method for selling tuna, the representative of a large tuna canner replied, "I have no objection to it. In fact, I'm quite optimistic about it. These auctions are the only way I see that the suppliers (boat owners and fishermen) can operate in what has become a world market.

"We canners realize the plight of the fishermen and boat owners, and this may be a partial solution to it. The other part of the solution lies in the government's taking some action to limit imports to a reasonable amount."

What Is The Outlook?

• Conditions within the American tuna industry have reached the point where fishermen, boat owners and canners hold similar, if not identical views concerning excessive imports of Japanese tuna.

Gilbert Van Camp, Jr., president of Van Camp Sea Foods, Inc., speaking at a meeting of stockholders recently said that his company would back the efforts of the American Tunaboat Association in its efforts to obtain federal legislation limiting imports, for if the American tuna fleet ceases to exist the tuna canners soon will follow it into oblivion. Other tuna canners are now thinking along similar lines.

Donald P. Loker, vice-president of Star-Kist Foods, Inc., in an interview with *Pacific Fisherman* told of his recent meeting with Japan's Takechiyou Matsuda, member of the International Tuna Association:

"I explained to Mr. Matsuda that our first loyalty is to the domestic tuna fleet and that it is mandatory for the security of this great United States industry that such fleet be maintained in a healhy and prosperous condition. If frozen tuna entered this country in such amounts as to endanger the existence of the United States fleet it would, to a like degree, endanger the canning industry."

Other large canning companies and various smaller ones hold like views. Thus, it appears that all elements of the American tuna industry are united in a common cause, but its members continue to take swings at each other during lulls in the larger battle.

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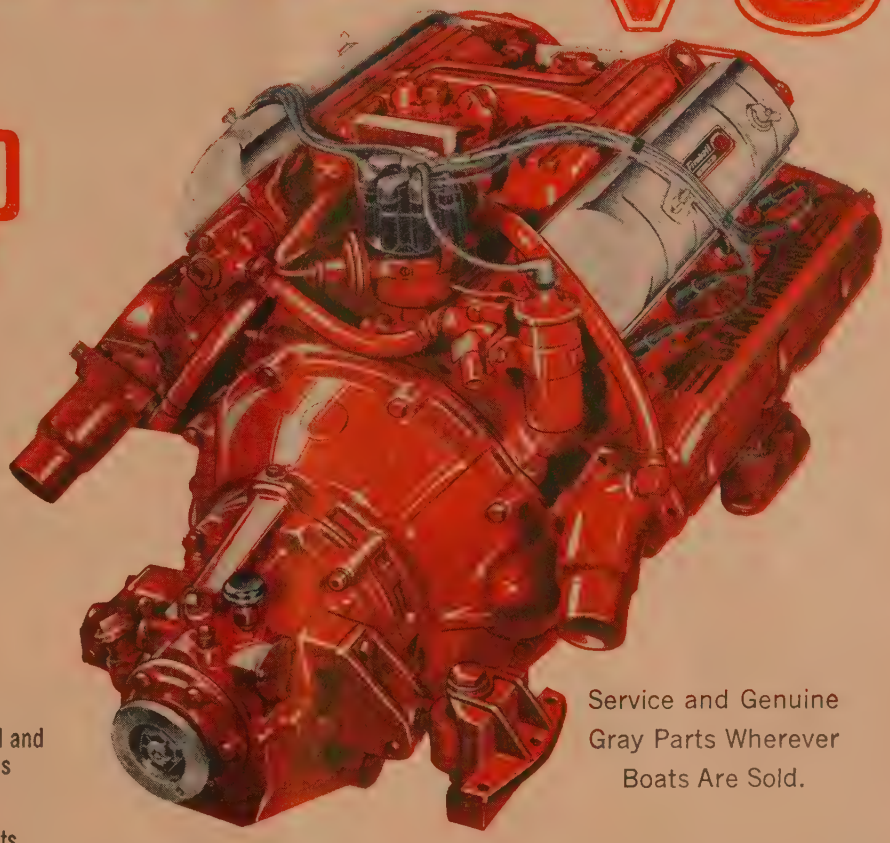

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Red Salmon taken on Bristol Bay in 1957, showing the "unusual" net-marks on its nose, caused by a small-mesh net from which he had escaped, only to be caught by a 5½" net in the American fishery.

In these photographs, which are two views of the same fish, a 4⅝" mesh is shown to fit tightly into the nose mark just above the 3" point on the ruler; while the 5½" American mesh which finally caught him in Alaskan coastal waters grips him tightly at a point about the middle of the pictures.

Gillnets with mesh smaller than 5½" are illegal in the Bristol Bay fisheries.

—Photographs by W. F. Thompson, Director, Fisheries Research Institute.

The Evidence Accumulates

As Three Nations Seek Solutions For High Seas Salmon Fishing Problems

• Research results which may promise early success in solution of some of the perplexing problems of the origins of the salmon populations currently being utilized by the Japanese high seas operations in mid-North Pacific were revealed by the American Section of the International North Pacific Fisheries Commission as it took stock at Seattle in September of the contribution of knowledge its staff will make at the meeting with Japan and Canada in Vancouver, B.C., late this autumn.

There scientific data collected during the year will be pooled for study and action by the international commission representing the three nations.

Necessarily restrained as to details, the American Section's release was frank on several points from which interesting implications can be drawn by those inclined to speculate.

• For example: Of the returns to date from the 1956 and 1957 Red salmon tagging by American scientists, all tags were taken either in Alaskan streams or in the area of the Japanese high seas fishery.

• Conversely, the few Pink salmon tags returned to the time of the Section's preliminary report, all came from fish caught to the west of the point of tagging, and none from American streams or fishing areas.

• Chums bearings tags placed by American researchers were recovered both in Asian and American waters.

Tagging was unusually successful this season, with American research vessels engaged in this phase of operations affixing above 15,000 tags on salmon in viable condition.

The commission did not go into details as to the results of its physical studies of salmon in search of means by which American and Asian fish could be distinguished on the high seas on the basis of their blood types, scale structures, associated organisms, or body measurements; but it did say without equivocation that these studies "are successfully distinguishing" between salmon of Asian and American origin.

• Ocean conditions in the summer of 1957 differed from what are generally regarded as "normal" for an area of

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Overlaid fir plywood, used for deck, house and canopy construction on the *Agnes C,* built in 1951 by Western Boat Building Co., Tacoma, Wash., proved so satisfactory that the same rugged material was chosen for similar uses on the *Western King* (left). This is the world's largest tuna clipper, recently completed by the same builder.

xterior fir plywood saved 30% building time on these seine skiffs, by azulin-Cole Shipbuilding Corporation, Tacoma, Wash. The craft are hter, stronger, last longer than former models. RIGHT: Fir plywood lt-brine fish well developed by Paul Autio, Astoria, Oregon, saved about the cost of standard well, and licked the electrolosis problem.

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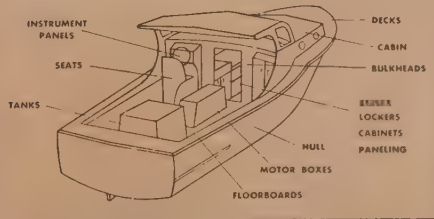

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which comparatively little is known.

Thus there was a heavy concentration of salmon in the Bering Sea north of the Aleutian Islands and slightly west of the Abstention Line. In this area, not heavily fished in previous seasons, the Japanese concentrated their equipment and made very heavy catches in a few days in June.

The American Section did not comment on the point, but this was immediately before the extremely disappointing season experienced by American fishermen on Bristol Bay, lying directly to the east of this area.

• Apearance in the fringes of the American fishery of salmon bearing net marks to prove they had previously been subject to fishery was reported by many fishermen during the 1957 season on Bristol Bay.

On this matter, while declaring that "although the evidence was not conclusive", the American Section said: "There are indications that these marks were made by gillnets of a smaller mesh size than those used by American fishermen".

Obviously there is a weakness in evidence based on net marks, making it "not conclusive" as the Section said, because the fish *could* get their marks by escaping American gear, and there is no positive proof that they did not do so.

What are they Going To do About it?

• That the Section didn't say, but it did request the researchers to complete their analysis of the data available before the international meeting, which opens in Vancouver late this month, and "particularly to examine the degree to which it may show westerly distribution of stocks of salmon of North American origin in the high seas".

This sounds a little like the language in which the North Pacific Treaty directs the Commission "as expeditiously as practicable" to determine if there are high seas areas in which salmon of Asian and American origin intermingle; and, if so, to "determine what line or lines best divide" the salmon of the two continental origins.

• All four American commissioners attended the section meeting: Milton E. Brooding, San Francisco, chairman; Ross L. Leffler, Assistant Secretary of the Interior, Washington; Edward W. Allen, Seattle; and John H. Clawson, Anchorage, Alaska.

Advisory committee members attending included: Lowell Wakefield, Seattle, chairman; Robert Kallenberg, Dillingham, Alaska; George Johansen, W. C. Arnold, DeWitt Gilbert, Harold E. Lokken, Seattle; Clarence L. Anderson, Juneau; Milton C. James and John Hodges, Portland; James Waugh and Donald P. Loker, Terminal Island.

Officials attending from Washington, D.C., included W. C. Herrington, special assistant for fisheries to the Undersecretary of State; Donald L. McKernan, director, U.S. Bureau of Commercial Fisheries; William Terry and Ralph Silliman, Bureau of Commercial Fisheries.

Scientific research presentations were directed by Dr. W. F. Thompson, Research Institute, University of Washington, and C. E. Atkinson, chief, Pacific Salmon Investigations, Bureau of Commercial Fisheries.

Alaska Fisheries Administration of the Bureau of Commercial Fisheries was represented by John Gharrett, administrator, and Dr. William Royce, director of research.

Dr. Thompson reported on tagging investigations. Project leaders covering other lines of investigation were: Fred Cleaver, King crab; Felix Favorite, oceanography; George Tominaka, international operations; M. G. Hanavan, distribution in the sea; Frank Fukukhara, racial studies; Kenneth Mosher, scale studies; George Ridgway, blood types; Robert Lander, associated organisms.

Realistic Relocation

Of Abstention Line Objective For American Salmon Industry

• Relocation of the Abstention Line in the mid-North Pacific in line with current scientific findings will be demanded insistently by the American salmon industry, it was made plain to a sub-committee of the Congress of the United States in Seattle Sept. 23 by two men representing the two primary divisions of the American industry—fishermen and packers.

The spokesmen were George Johansen, secretary of the Alaska Fishermen's Union, and W. C. Arnold, managing director of the Alaska Salmon Industry, Inc. Significantly, they are both members of the advisory committee to the American Section of the International North Pacific Fisheries Commission.

The congressional subcommittee of the Committee on Merchant Marine and Fisheries was headed by Thor C. Tollefson of Washington. Other congressmen participating in the hearing included: John D. Dingell of Michigan; William Van Pelt, Wisconsin; Willard S. Curtin, Pennsylvania; Thomas M. Pelly and Don Magnuson, Washington. They were bound for Alaska, where they would pursue further their inquiry into the factors adversely affecting Alaska salmon.

"Everything points to the Japanese operations as largely responsible for the decline in Alaska salmon production", Mr. Johansen told the congressmen. "It is essential that the Abstention Line be shifted in the interest of conservation, because at the present rate of withdrawal the American fisherman is required to sacrifice his livelihood to provide anything approaching escapement adequate for maintaining the resource even at its reduced levels.

"I cannot now submit evidence, but I believe eventually it will prove that the Abstention Line should be at 170°, or even 165° *East*, if it is to most effectively divide salmon of American origin from those of Asian origin, as the North Pacific Treaty requires", he went on.

"If the scientific findings to be reported at the North Pacific Commission are not translated into action at the Vancouver meeting, we shall take this problem of the American people to Congress".

• Mr. Arnold emphasized the fact that the Japanese have accepted a catch quota imposed upon them by the Soviet Union in waters in the western part of the North Pacific; and that this caused them to center their operations as far to the east as possible in conformity for the Tripartite Treaty, thus imposing a particularly heavy strain upon salmon originating in North America.

"Unless this drain is controlled. it may well wipe out the Red salmon resources of Canada as well as the United States; for today if these nation's do not provide spawning escapement by rigorous control of their own fishermen in the interest of international conservation there will be no Red salmon for the Japanese, Canadians or Americans", he said.

"Ironically enough, our researchers are indicating that the Bulganin Line drawn by the Soviet perhaps more accurately divides Asian from American salmon than does the *provisional* Abstention Line provided by the North Pacific Treaty".

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WHO will fish WHERE?

Geneva Talks on Sea Law May Decide This for Generations

• The future of ocean fisheries for years — perhaps forever — will be shaped at an international diplomatic conference opening at Geneva, Switzerland, Feb. 24, 1958.

The conference is scheduled to last for nine weeks, and out of it will come a codification of the international law of the sea. Basis for the work of the conference will be the report of the International Law Commission, received by the Assembly of the United Nations about a year ago.

• Primary points of the code affecting the fisheries will be its provisions touching such points as:

1. The width of the territorial sea —whether it shall be three miles or more, nine or 12, or 200.

2. Special rights of the coastal state —whether it may exercise jurisdiction over fisheries beyond the limits where freedom of the seas is recognized for purposes of navigation, in order that its nationals may enjoy special rights in the fisheries off its coasts, or other nationals may be licensed to engage in them.

3. The principle of abstention—by which nations which have not previously engaged in fully exploited fisheries which are under scientific study and conservation control in line with that study may be expected to abstain from entering those fisheries even though they may lie beyond territorial waters.

• All this may seem far apart from the everyday problems of fishing and trying to make it pay, but the results of the decisions *can* have enormous influence on *who* can fish *where* on the seas of the world.

Of particular and specific interest to North American fishermen is the 1956 Canadian declaration that it would seek approval for jurisdiction of the coastal state over fisheries to a width of 12 miles, with the specific understanding that the narrow—three-mile—territorial seas would continue to apply in all matters involving security and navigation.

• Delegation representing the United States at this Geneva conference had not been announced at presstime; but there was reason to believe that the American fisheries would have several advisors accredited to the United States delegates.

• Policies and position of the American fishing industry have been under development for a number of months, with several conferences held throughout the country. The latest of these took place in San Diego, Sept. 16 and 17.

The meeting was largely attended by representatives of the California tuna industry, and beside by Ross C. Leffler, assistant Secretary of the Interior; William C. Herrington, Department of State; John C. Ferguson of Florida, William Hardy and James Barr of Texas, all representing the shrimp industry; Thomas Rice, manager, Massachusetts Fisheries Association; Milo Moore, Washington director of fisheries; W. C. Arnold, Alaska Salmon Industry; Edward W. Allen, Seattle attorney; Harold E. Lokken, manager, Fishing Vessel Owners Association; George Johanson, Alaska Fishermen's Union; and Thomas F. Sandoz, president, Columbia River Packers Association.

North Coast Albacore Moderate in September

Moderate fishing for Albacore was reported along the North Pacific Coast to the end of September, with boats delivering up to 9,000 lbs. per trip—but most of the loads smaller. Fishermen were favored by flying fish weather—which is also good for Albacore in the fall, and did fairly well, although perhaps not as well as those who stayed by trolling and worked the Silvers as hard.

At a time when most of the northern boats usually are moving down toward Eureka the Canadians began hitting tuna off Vancouver Island and got in their first fishing on this variety in a number of years.

In general there were doubts if the North Pacific Albacore yield this season was as good as last; but it wasn't far behind, if at all.

Tuna Standards Get O.K., Stay Granted on 2 Points

• Save for two points on which action was reserved for the moment, Federal standards of identity for canned tuna recently were ordered into effect Feb. 13, 1958. Standards of fill of container, to which no objection was raised, became effective Aug. 13.

The identity standards effectuated by the Food and Drug Administration were virtually identical with those originally proposed by the tuna industry.

The two points on which the Administration stayed application of the standards of identity were those requiring that the words "in water" be included with the name "tuna" when water is used as the packing medium; and that tuna with color darker than Munsell value 5.3 be labelled "dark tuna".

There were a number of objections to the "in water" point, and the Riviera Packing Co. of Eastport, Me., objected to the "dark tuna" requirement on the grounds that it would discriminate some North Atlantic tuna.

Under the rules, it will be necessary to hold hearings upon these two points. The stay of application will continue in force with respect to them until final decision with respect to the objections is reached.

California Imports of Frozen Tuna

Cumulative data in tons for 1957 through Sept. 7. For other years nearest comparable dates. (Data from U.S. Market News Service)

	Albacore	Skipjack	Yellowfin	Unspecified	Total
San Francisco	2,502	..	3,987	..	6,489
San Pedro	12,651	7,243	12,412	..	32,306
San Diego	402	1,318	1,179	415	3,314
State total Jan. 1-Sept. 7	15,555	8,561	17,578	415	42,109
Total 1956	7,073	5,340	22,076	81	34,570
Total 1955	20,946	7,483	16,776	333	45,538

King-Size Sockeye Run Already Forecast for 1958

• For the first time in three years, the International Pacific Salmon Fisheries Commission will receive a really optimistic report from Director Loyd A. Royal when its next sessions are held in Seattle in November.

During the past three salmon seasons Mr. Royal has invariably qualified his predictions with major reservations and — invariably with good reason; but it's different this year. From all indications, there should be a whopping run of Sockeye in 1958.

This should go a long way toward offsetting the somewhat unhappy nature of the 1957 run, which was drastically curtailed owing to poor ocean survival. The phenomenal number of three-year-olds in appearance this year, some 40% more than four years ago, provides support for the prediction that the 1958 Sockeye run to the Fraser will be of king-size proportions.

• Comeback of the Horsefly River and the whole of the Quesnel watershed as a spawning area is one of the most encouraging factors in the overall Fraser Sockeye situation. An editor of *Pacific Fisherman* flew into that region of the Cariboo late in August for a quick appraisal of spawning conditions and he was amazed at the contrast with what he saw there four years ago. Where, in the late summer of 1953, there had been numerous "pockets" of spawners along the river in favored spots, there were hordes of red fish this year — not confined to just a few places but scattered along miles of the river. A reddish streak of Sockeyes was even visible from the air as the plane cruised over the Horsefly.

There is plenty of evidence this year, too, that Sockeyes have been spawning above the falls on the river and in McKinley Creek and Boss Lake; a few were there four years ago but not in the numbers discernible this summer.

• Commission engineers and biologists will check the timing of fry emergence next season to determine the feasibility of placing fishways at the falls to facilitate the salmon's passage. It would be a comparatively simple apparatus about 8′ wide. A considerable area affected by the falls consists of an open channel—a natural cut, and since there are really two series of falls two fishways might be advisable.

To rebuild the Quesnel watershed's Sockeye potential to some 10,000,000 fish is an objective of the Commission, and in view of the progress made during the past few years, regardless of the tricks that ocean survival conditions can play with the run, that figure is not nearly so far out of reach as it was considered not long ago. Escapement this year might be in the area of 500,000 to 700,000 fish.

• The 1957 Fraser River Sockeye run represented a drastic departure from that of the previous cycle in 1953, being much later and spread over a munch longer period.

The average size of the fish was expected to be small on the 1957 cycle, but the salmon were even smaller than anticipated, averaging 5.64 lbs. for the Canadian gillnet catch and 5.86 lbs. for the U.S. gillnet catch. Difference in weight was due to the 5½" minimum mesh restriction for U.S. gillnets. The purse seine average in mid-August based on total numbers and total pounds landed for both canadan and the U.S. was 4.6 lbs., this being held down by a catch of over 20% 3-year-old makes averaging 3 lbs. or less.

As pointed out by Senator Thomas Reid, chairman of the Commission, regulatory control for adequate racial escapement and division was almost impossible due to the following reasons:

1. Failure of the Canadian fishing fleet in the Strait of Juan de Fuca to take its expected share of the run;
2. Rise in efficiency of the U.S. fishery;
3. Estimated drop of 20% in the run;
4. Drastic change in the timing and nature of the run;
5. The required long weekend closed seasons when no check was possible on the nature of the day-to-day migration.

To obtain adequate escapement a drastic reduction in the Fraser gillnet fishery was regarded as an unfortunate necessity as a last resort, but sharp curtailment in U.S. fishing time was also needed in an attempt to control equal allocation of the catch between the two countries.

• In spite of all these difficulties and complications, the escapement was considered excellent and equal or better than the brood year. Although the 1957 Sockeye run on the Fraser was somewhat below that of the brood year and the fish showed evidence of adverse ocean conditions during their marine existence the run was described as far superior to those of four-year-old Sockeyes in the other Sockeye producing areas of the Pacific coast region.

Doubled B.C. Salmon Catch Forecast by 1982

During the next 25 years, British Columbia fishermen will probably double their salmon catch, according to a recapituation of the Gordon Commission's economic report recently issued at Ottawa.

The industry-wide survey indicates that the number of fishermen will decline over the coming years, but that prices will continue to rise.

The salmon pack, according to the estimates of the Gordon Commission, should total some 2,300,000 cases in a quarter century providing that present conservation measures are successful.

Increasing mechanization in the industry is expected to curtail the labor force, the trend being towards more efficient mechanical facilities on fishing vessels and in processing plants.

Soviet Closure Triggers Protests by 3 Nations

Arbitrary August closure of extensive high seas waters of Peter the Great Bay in the vicinity of Vladivostok by the Soviet government brought quick protest from Japan, Great Britain and the United States.

Primary result of the action was to bar Japanese fishing vessels from an ocean area in which they have long fished cod and pollock.

The United States' note declared the action was taken "unlawfully", and that: "Such an attempt has no foundation in international law and encroaches upon the well established principle of freedom of the seas."

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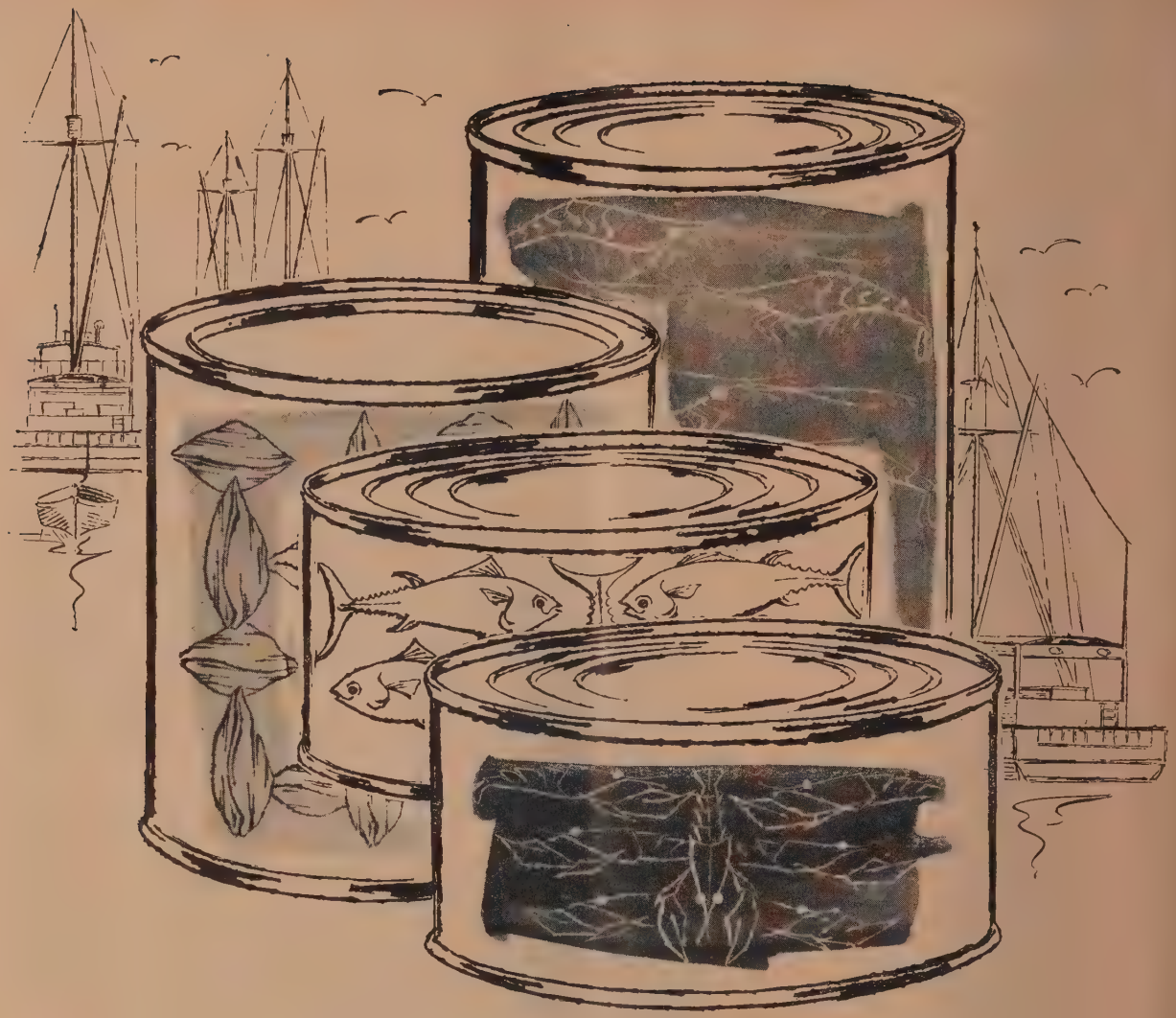

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PACIFIC FISHERMAN'S NEWS
OCTOBER 1957

Facing Trouble, Tuna Producers Try Auction To Move Their Fish

Tuna Prices At Press Time

Yellowfin $250 per ton, plus $10 per ton premium for fish over seven pounds (San Diego auction price).

Skipjack $210 per ton, plus $10 per ton premium for fish over 14 pounds (San Diego auction price).

Albacore $300 per ton. Albacore season opened with fish selling on $300-310 open tickets. Canners have closed out open tickets and buying at $300.

Bluefin Price in dispute at presstime.

• Face to face with the desperate need of its members to sell tuna held in the holds of vessels in port at San Diego, some of them for weeks, the American Tunaboat Association recently initiated weekly auction sales of substantial tonnages of tuna available for immediate delivery.

In some cases the auction resulted in prices above those which had been available on open ticket; but to presstime no bids had matched the producers' ideas of proper return for their fish.

A.T.A. View on Auction

"The purpose of these auctions is to sell fish and get the best price we can," said Dr. W. M. Chapman, director of research for the American Tunaboat Association. "If it hadn't been for these auctions, we wouldn't have been able to unload any fish until the end of October. This way, all fish sold up to now will be unloaded more than a month earlier than that.

"But despite moving the fish, as we are, at these auctions," he added, "we still cannot operate as an industry at the prices offered. These have just been fire sales so far.

"Most of the world's fisheries conduct their business by auction, but it never has been used in the American tuna industry. We'll try this system for a while to see how it works."

In general, members of the ATA feel that a fixed price for tuna is hard to maintain, since the market changes frequently. Advocates of the auction system agree that there are dangers in this method of selling fish, largely in the limited number of buyers, but all in all, they feel that at present its advantages outweigh its disadvantages.

F.C.A. Sees It Differently

• If there are advantages to this new way of selling tuna, the Fishermen's Cooperative Association of San Pedro, an organization of tuna seine boat owners, fails to see them. It prefers to exercise its prerogative of negotiating prices with buyers before going to sea, although so doing does not assure its members of finding buyers upon their return.

As this is written, San Pedro's tuna and sardine fleets are tied up by a union dispute over Bluefin tuna and sardine prices.

Until union disputes in both ports are settled, however, neither fleet need concern itself unduly about markets, for the San Diego tuna fleet as well as that of San Pedro is tied up pending settlement of fishermen's demands of boat owners for higher wages.

Of the numerous empty clippers in San Diego at this writing only Westgate-California's *Sea Preme* and the *Elsinore* have sailed with prices acceptable to the Cannery Workers and Fishermen's Union there — $270 for Yellowfin and $230 for Skipjack. Whether or not other canneries will follow suit in raising prices from those extended at the last auction is problematical.

Fishermen's Views of Auctions

• While going along with the auction method at present, the fishermen's union of San Diego wants its members' shares based on $270 for Yellowfin and $230 for Skipjack, not on whatever boat owners are able to get by auctioning their catch. Their union agreement states that they are to divide among themselves 48.13% of the net proceeds from the sale of fish after deduction of trip expenses. If the fish sell for less than $270 and $230, they feel that they cannot afford to fish.

"Our fight is not with the boat owners," said a union official in dis-

Veteran Sailing Master Of Salmon Ships Dies

Capt. Hjalmar Larson, 81, one of the last of the old windjammer skippers, and a former superintendent of the Bristol Bay Packing Co., died at his home in Alameda, Calif., last month of a heart ailment.

Born in Norway, he came to San Francisco in 1894. He sailed around the world many times during his long career, and was captain of both the *Jungard* and the *Columbia*. He also commanded the *Arien*, one of the last big sailing ships. The *Arien* burned and sank in 1918.

Later on Capt. Larson joined the Bristol Bay Packing Co., and served as superintendent until he retired 10 years ago. He leaves a wife, Lillian, and a son, John E. Larson.

Fouled Lines Drown Abalone Diver

The abalone industry of Morro Bay, Calif., was shocked recently by the sudden death of Frank Briceno, 34, well known diver of that area.

Mr. Briceno was diving for abalone from his boat *Paula* when his lines got tangled in the boat's propeller and he was drowned.

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The 127′ "United States", owned by Galapagos, Inc., San Diego, landed 340 tons last May for a capacity maiden trip. The new boat's beam is 30′ 6″; depth is 14′ 6″.

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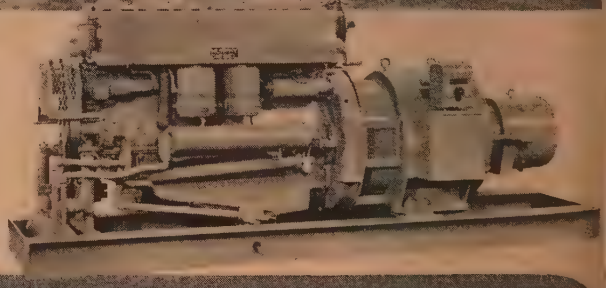

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cussing prices and wages. "Here's the problem: Fishermen must get at least $5,000 net per year as determined by the 48.13% division of shares. If they don't, the boat owners don't make money. In 1946 fishermen's earnings averaged about $4,000 per year. This year they will be considerably less. So it's pretty clear that boat owners and fishermen both are suffering.

"Frankly, I don't see any solution to the problem at the moment. We just want enough to survive; and the only long-range solution is governmental restriction of Japanese imports. We're hoping that the government will help with new tariff legislation. If it doesn't, I'm afraid that this fleet is all washed up.

"We are the first to realize that our fleet cannot supply all the tuna needed in this country, and we don't object to the importation of *some* fish from Japan — maybe as high as a third. They have to make a living, too. But we believe that since our country packs and consumes the tuna, the first source of supply should be from our own fleet."

This union official's views coincide pretty closely with those of the average fisherman. The fishermen have no ill feeling for Japan or Japanese fishermen. "They have to make a living, too," is a statement frequently heard in their discussions of conditions. Also heard is: "What we don't like is their taking so big a bite out of the American market for raw tuna. It puts us on the spot, makes it tough for us to compete with their lower prices."

NICK BOZANICH— 58 Years a Gillnetter

● Fifty-eight years a gillnetter, Nick Bozanich, one of the true veterans among Columbia River gillnetters, retired this year at the age of 73. He had fished continuously since 1898 when he came to this country from Yugoslavia at the age of 13 and immediately started fishing with his father at Astoria, Ore., where he since has made his home.

When he was 17 Mr. Bozanich was operating his own boat and net. It was one of the sprit-rigged double-enders which made the "Columbia River fish boat" model world-famed for rugged dependability.

"Fishing was a rugged business in those days", relates Mr. Bozanich, with all the work of pulling the nets done by hand. No power rollers then, and lots of use for the oars.

At the turn of the century came the peak of the rip-roaring river boat era. Mr. Bozanich recalls famous stern-wheelers like the *Bailey Gatzert, Harvest Queen, T. J. Potter, Hassalo, Undine* and the old *Telegraph,* queens of the river in their days, making regular trips between Portland and Astoria, and the last of the river boats, the *Georgianna* and *America.*

"The old river isn't like it used to be," he says. "It was like a busy highway in the early days, all kinds of traffic and activity. Now the river is quiet, only a steamer now and then". Bozanich goes on to recall how the river was loaded with fish traps and beach seines until both were outlawed in later years. Purse-seining was also banned on the river in the early twenties.

"In the early part of the century the river literally swarmed with salmon", says Mr. Bozanich. "There was a cannery in every cove to handle the pack". Because the canneries with their slow machinery could not handle the great quantity of fish being caught, each fisherman had to be put on a limit to the amount of fish he could catch. This was necessary to avoid waste. In 1919 there was 21 canneries operating up and down the Columbia *between* Astoria and Portland. Today with the decreased number of salmon in the river this number has dwindled to three.

Mr. Bozanich, who is regarded as Captain of the River by the many fishermen who strive for a living netting the great Chinook salmon, in short is known as "Cap". During his 58 years of fishing on the river, he estimated he has caught in the neighborhood of 250,000 salmon of all species, which would total approximately 2½ million pounds. This year at 73 Mr. Bozanich decided to retire ending a lifetime career for a real pioneer of the Columbia River gillnetting industry. Taking over for Nick is his son John Bozanich, also of Astoria who is expected to follow in his fathers footsteps for many years to come.

Man and His Fish, Nick Bozanich and one of the last Chinooks caught during his 58 years of gillnetting which ended with his retirement this year at Astoria.

Pacific Fisherman is indebted for the fact and picture of Mr. Bozanich to his grandson, Ray N. Fadich, of Marysville, Wash.

"M.S. Martiri" Damaged

M. S. Martiri, trawler owned by F. Alioto Fish Co., San Francisco, hit a submerged object off the Golden Gate and was towed to the shipyard of Anderson & Cristofani.

"FILL'ER UP"

Tom Russo, Mobil Marine agent in Monterey, California, has been serving the skippers of everything from outboards to purse seiners for over 10 years. Located on Municipal Wharf No. 2, Tom offers many distinct advantages to his customers. His high speed fuel lines, large storage capacity and complete line of Mobil Marine oils and lubricants are only part of the popular "Russo Service." In addition, he offers ample docking space, a wide area in which to turn around, and—best of all—a pick-up truck to run into town for parts or supplies. The next time you put into port for service...pull alongside of the Flying Red Horse. Regardless of what port you are in, this is your guarantee of top quality in service and product...Mobil, a name known throughout the World.

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GENERAL PETROLEUM CORPORATION

SCOPE and SOUNDER

Monthly digest of present-day pioneering methods and equipment in world fisheries.

By PETRALE

Spectacular Shrimping Found by "Tordenskjold" In Shumagin Is. Waters

• Spectacular catches of shrimp in the Shumagin Islands area of Alaska were reported by the FWS exploratory fishing section at Seattle in September. The schooner *Tordenskjold*, under charter to the Service, found excellent shrimp fishing in a number of localities in the vicinity of Sand Point. Shrimp catches ran as high as 3,800 lbs. per half-hour tow near Beaver Bay on the south side of the Alaska Peninsula.

King crab is the primary objective of the *Tordenskjold's* exploration, but when large numbers of shrimp began showing up in the crab trawls the vessel switched over to a Gulf of Mexico shrimp trawl for a short period to investigate the shrimp potential. Most of the shrimp are the small "cocktail-size" Pink variety, with some larger Spots and Side-Stripes mixed in occasionally. The Gulf shrimp trawl has an opening of 40′ — one of the smaller size trawls used for exploration.

Best shrimp fishing has been found in 50 to 80 fathoms of water. In several localities exploratory drags have averaged a ton of shrimp per half hour. Consistently good catches were made off Pavlof Bay, Balboa Bay, Beaver Bay, Stepovak Bay and south of Unga Cape. Three 30-minute drags off Pavlof Bay produced 3,300 lbs., 3,600 lbs and 1,560 lbs. of shrimp.

The *Tordenskjold* also reports good results in King crab fishing with pots between Dorenoi Bay and Stepovak Bay and west of Cherni Island.

Some industry members have already shown an interest in beginning a shrimp fishery in the Shumagin Island area, based on *Tordenskjold* reports. Success of the new Washington coast Pink shrimp fishery has undoubtedly stimulated part of the interest.

"Cobb" to Continue Mid-Water Trawling

• September 16 the FWS exploratory fishing vessel *John N. Cobb* left Seattle to continue mid-water trawling experiments off the coasts of Washington and British Columbia. The cruise will extend over an 8-week period, with a port call at Seattle in the middle. Nylon mid-water trawls, having square openings of approximately 60′ and 70′ will be used.

This is the third of a series of mid-water trawl explorations in local offshore waters by the *John N. Cobb* this year to attempt to determine commercial potential for mid-water trawling. Fair catches of some species, including hake and rockfish, have been made during the spring and summed. Mid-water schooling habits of Pacific ocean perch and cod, the more valuable species, will be investigated closely during this fall trip.

Depth of the mid-water trawl will be determined continuously with the new electrical depth telemeter, which was tested and perfected on the previous trip. A Sea Scanar will be the principal instrument used for locating schools of fish in mid-water.

Marine Station to Test "Fish Farming" Potential

• The Washington Department of Fisheries has announced it will reactivate it's marine biological station at Bowman's Bay near Deception Pass, Washington. According to Milo Moore, director of the State Fisheries Agency, the station will be used to test the feasibility of the "farming" of shellfish and salmon. On reopening a two-fold program is contemplated for the station. Scientific studies for the promotion of fish farming will be carried out and practical application for the production of food and shellfish will be strived for.

Bowman's Bay was first put into operation in 1948. The station has a modern laboratory and hatchery, including 17 rearing ponds. The instigation of studies for clam farming will be assisted by knowledge gained in a 20-year study of shellfish by Dr. Victor L. Loosanoff of Milford, Conn. Dr. Loosanoff, a U.S.F.W.S. biologist, visited Washington Shellfish areas on inviation of Mr. Moore to consider artificial seeding and cultivation of clams in Washington coastal areas.

World Fishing Gear Congress in Hamburg

• An international Fishing Gear Congress is scheduled to take place in Hamburg, Germany during the week of October 7-12. The purpose of the Congress is to emphasize recent developments in fishing gear which have evolved in various countries throughout the world. The meeting will concern the latest types of commercially important gear with "thought and experiment" towards improving existing fish gear and methods.

The Congress agenda will include a discussion and possible remedy for the present confusion in terminology

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of fishing web and various numbering systems used by different manufacturers. A session will also be devoted to the physical, chemical and biological factors influencing the characteristics of modern net making. Other sections will include the preservation and maintenance of gear, efficiency of gear made of various materials, construction of nets, operation of gear, choice of gear, location of fish, detection of fish, attraction of fish and electrical fishing. Results of the meeting will be published in a book called "Modern Fishing Gear of The World". Over 33 countries and 300 delegates are expected to attend the United Nation sponsored meeting. Prior to the Congress meeting, a World Fishing Fair will be held in Copenhagen, Denmark where fishing gear will be displayed.

Trawlers and Seiners Back Herring Opening

• Trawl and seine fishermen in the Puget Sound area have been eyeing the possibilities of a herring fishery developing in the San Juan Island area following the announcement of Milo Moore, director of the Washington Department of Fishery that the department is considering opening these waters to a reduction fishery.

Keen interest has been expressed by many U.S. fishermen in joining the Canadians in cropping the large herring runs that pass through these waters enroute to spawning areas in both Canada and Washington. A number of trawlers are looking at the possibilities of fishing the new Canadian mid-water trawl gear in the waters. Mid-water trawling for herring has been successfully carried out in the past few years in British Columbia. Since local Seattle and Bellingham trawlers feel the San Juan area may be fished with trawl gear with more success than purse seine. The area has rather strong tides and some areas may at time be difficult to fish with seine gear.

Nick Kulgis Leaves Puget Trawl Group

Nick P. Kulgis relinquished management of the Fishermen's Marketing Association of Washington, Inc., in September.

He had managed the association and its predecessor Otter Trawlers Union for a period of about 12 years. He has been a member of the advisory committee for Washington to the Pacific Marine Fisheries Commission; and just before his retirement was appointed by Governor A. D. Rosellini of Washington to the State Fishery Advisory Committee.

Japanese Trawling 24,000 Tons of Fish In Eastern Bering

• Early attainment of the target catch by Japanese high seas salmon fleets enabled several of the refrigeration-equipped factoryships to do a quick shift in trade and get back into the Bering Sea in August—this time for bottom fish.

Taiyo Gyogyo K.K. dispatched two factoryships and six trawlers to east Bering Sea under a plan to catch and freeze 11,000 tons of flatfish; while Nippon Suisan K.K. also dispatched two factoryships and seven trawlers with a target of 13,000 tons. These vessels were all in operation by late August.

In addition to the Bering Sea trawling ventures, two factoryships with 14 trawlers supplying them undertook bottomfishing operations in the Okhotsk Sea.

In the Bering Sea operations Taiyo has the salmon ships *Koyo Maru* and *Chiyo Maru* active, while Nippon Suisan is represented by *Miyajima Maru* and *Kashima Maru*.

come aboard!

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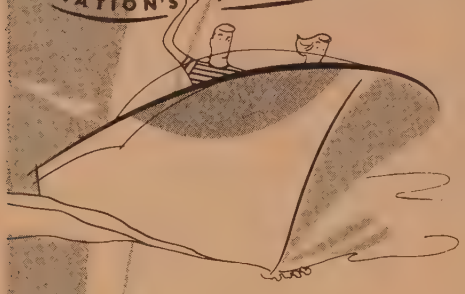

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Control of costs of catching tuna was a primary consideration in planning the 1957 revamping of the great 165' **Western Ace** to remove her dual character as a salmon freezership and tuna clipper, converting her wholly to tuna duty, and on a low-cost of operation basis. he is the property of Western Boatbuilding Co., Tacoma. Power is provided by a 1,600-hp. opposed-piston Fairbanks-Morse diesel engine.

Tunamen Seek to Save Themselves By Cutting the Costs of Production

● "Face-to-face with cost competition of the severest sort from foreign fisheries, and from other foods for the consumer's dollar, the United States tuna industry is fighting for its very existence.

"One of the sound, intelligent ways open to us as we seek a solution to the almost insoluble problem posed by this competition pressure is to seek to lower our own costs. If we can't get the price up, perhaps we can keep the cost down.

"A lot of smart fishermen and vessel operators are reasoning thus, and putting the results of their reasoning into effect. Go out and find out how they are seeking to shrink costs, and something of the success they are having.

"There's a tip for one of the really important, really significant, really interesting stories about the California tuna industry today".

It was a leader in that industry who was talking to Pacific Fisherman in San Diego a number of weeks ago. His suggestion seemed sound and smart. Some of the findings which resulted from it follow:

● In efforts to reduce the high cost of catching tuna, individual boat owners as well as fleet owners have started extensive reforms in their traditional methods of operation.

Dr. W. M. Chapman, director of research for the American Tunaboat Association in San Diego, speaking for independent boat owners, said recently, "One of our biggest expenses is ship repair. To offset the high cost of repairs, several of our members took over Campbell Machine, Inc., a boatyard here in San Diego.

"While still expensive to maintain, vessels operated by these members can be repaired in their own yard at somewhat lower cost than in independent yards."

Boats' supplies are another big item of expense to the tuna fleet. To pare costs in this line, several members of San Diego's Tunaboat Association own the Nuttal-Styris ship chandler firm, which enables them to obtain equipment at considerable saving.

The association also arranges for its members to buy groceries in large quantities, thereby obtaining them at reduced cost.

"Fuel is no small matter in operating our large vessels," said Dr. Chapman. "To cut fuel costs, various members of our association own and operate the Shell Fuel Dock, the Fisherman's Marine Fuel Dock and the Associated Fuel Dock.

"As for insurance, a big item in the tuna fleet," said Dr. Chapman, "we try to lower costs by keeping our vessels in good condition and by supplying them with efficient, up-to-date safety equipment.

"In general," concluded Dr. Chapman, "our Tunaboat Association's main contribution in reducing the high cost of operation is to keep members informed as to costs so that they can take remedial action if costs get out of line."

The Fleet Owner Acts

● National Marine Terminal, Inc., San Diego, which owns and operates a clipper fleet that produces tuna for Breast-O'-Chicken Tuna, Inc., is vitally concerned with reducing costs of operation. Captain John F. Goodwin, administrator of N.M.T., reports that his organization's plans to increase efficiency and economy are well under way.

"After a good deal of study and research," said Captain Goodwin,

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Planned to save, the 127' **San Juan,** completed in 1957, is operated by National Marine Terminal and is typical of the clippers designed for that fleet-operating company with an eye to reducing the cost of catching and delivering tuna, and thus maintaining a competitive position. Her power plant is a 960 hp. Fairbanks-Morse diesel with twin 193-hp. Murphy diesel auxiliary engines.

"we've found a number of avenues leading to less expensive production of tuna.

"First of all, we find mass buying—groceries, equipment, fuel—very successful in reducing costs for supplies. As for maintenance of vessels, we schedule overhaul and inspection of each piece of equipment while the clippers are in port, eliminating costly breakdowns at sea.

"All our efforts are geared for greater production of tuna. One of our most important steps in that direction is our equipping our seine skiffs with portable depth finders for locating bait when there is no surface indication of its presence. This eliminates much time and fuel previously wasted in wandering about looking for bait.

"On the engineering side," continued Captain Goodwin, "we've devoted a lot of time and effort to determining the best equipment for our vessels, both for tuna production and safety at sea. For example, in the safety line, we've made an extensive change in our firefighting equipment.

"In the maintenance line, when we build a boat we initially make a thorough material survey of the boat's hull, structure and fittings. Then, through a planned maintenance program we establish a machinery history and set up a repair and overhaul schedule.

"Thus, each piece of equipment has a card attached giving a complete history of repair, so that we can take the necessary action to prevent future breakdowns."

Human Element Important

● Recognizing that the human element is of prime consideration in successful tuna fishing, National Marine Terminal requires that each boat have no less than two licensed deck personnel—a skipper and a mate—and two licensed below-deck officers—a chief engineer and his assistant.

In further recognition of the importance of the human factor, N.M.T. keeps an evaluation jacket for each of its licensed personnel. Evaluation of each officer's performance is made after every trip.

Says Captain Goodwin of his firm's concern with the human element, "We regard properly trained personnel as the core of our tuna fishing endeavor and go so far as to employ instructors in navigation, engineering and seamanship for training promising people in our organization. Then, when there is need for a qualified man, we have one on hand, for we promote from within the company.

"We also regard the human factor as vital to safety at sea. All personnel on our tuna boats must be graduates of the Navy's firefighting school. This is a two-day course for which there is no fee. The Navy takes our personnel as they are able, between Navy classes. As yet we haven't put all our people through the school, but our aim is 100%.

"Next item in the personnel and safety line is first aid training. Our skippers are instructed in Navy first aid by former Navy hospital corpsmen. Conventional first aid assumes that professional medical help will soon arrive to take over. We realize that help of this sort may be days in arriving and we train our people to care for their injured or sick on near professional level until the patient can be put ashore or reached by U.S. Coast Guard medical men."

What About Sinkings?

● When asked about the high rate of losses in the tuna fleet in recent years, Captain Goodwin replied that a combination of inadequate training, poor vessel design and maintenance and inadequate or no equipment for handling emergencies is responsible.

"A frequent cause of sinkings in the tuna clipper fleet," said Captain Goodwin, "is flooding through sea water inlets in the hull due to rupturing of sea chests. Because of tuna boats' need for large quantities of sea water in their bait and tuna-holding tanks this always has presented a problem.

"We take precautions against this flooding through sea chests at National Marine Terminal by providing all our vessels with collision mats and instructing our crews in their use.

"Not long ago," said Captain Goodwin, "one of our boats started taking water 150 miles off the coast of Peru. By lowering a collision mat over the hole the crew brought the boat safely to port for repairs.

"To give the exact location of sea chests in the event of their admitting unwanted water, we make it a practice to mark the rails of all our boats with a welding bead. With the bead as a guide, we can lower a collision mat into place in a minimum of time.

"Due to our efforts to reduce hazards aboard ship, we have the lowest insurance rates in the industry," Capt. Goodwin concluded.

Savings in Insurance Rates

● Reports George Salmon, head of Underwriters Insurance Agency of America in San Diego: "Many marine underwriters have withdrawn from in-

suring tuna clippers. The increased complexity of modern vessels is just too much for the old time fisherman and the risk of insuring their boats is too great.

"And to add to the difficulty of insuring tuna clippers, Lloyd's (of London) rates went up 25% in June, 1956, and our rates, predicated on the London market, rose accordingly.

"For insuring purposes, a surveyor establishes a boat's market value and its replacement value. We insure to market value. Steel tuna clippers enjoy a more favorable rate—between 4% and 5½% of market value. Five and a half per cent is extreme. Between 4% and 5% will pick up the majority of vessels. Wooden tuna clippers' rates vary from a low 5½% to a high 15% and occasionally higher, with the average at 7½%.

"Premiums on tuna vessels vary from $6,000 per year for the smallest boats to $24,000 for the largest.

"I'd like to see these sinkings stop, of course, and I believe that safety engineering will prevent much of it. I agree wholeheartedly with Captain Goodwin's views on safety measures and maintenance."

New Vessel Design

● In efforts to reduce costs and increase efficiency still further, National Marine Terminal in San Diego has under consideration extensive engineering studies in new vessel design.

"While not ready to disclose our plans in detail," said Capt. Goodwin, "I can say that these designs include some rather radical changes from trational clipper design.

"For example, we plan eventually to eliminate the tremendously long shaft presently employed in the conventional tuna clipper by placing the engine aft. Another change we have in mind is to place the bait and tuna holding tanks amidships, thereby allowing the bow and stern to rise to rough seas instead of wallowing through them. By increasing the sheer we will achieve greater seaworthiness.

"Perhaps the greatest improvement in clippers of the future will be new systems of refrigeration and methods for handling live bait which will significantly reduce non-productive time at sea."

Sea Time and Imports

● Harold F. Cary, general manager of the American Tunaboat Association in San Diego, when asked about his views on reducing maintenance costs in the tuna fleet replied: "I don't think that there are any *new* methods for reducing costs. Our boat owners use good, systematic methods for keeping track of time, labor and materials expended in maintaining engines, machinery and gear.

"The American Tunaboat Association's prime aim is to increase fishing time and reduce time in port. Our boats now spend far too much time tied up because of the terrific competitive problem of Japanese imports of frozen tuna. That is the big sword that hangs over our heads.

"We have no desire to see the Japanese put out of business—nor ourselves, either. However, at this moment, because of excessive imports of Japanese tuna, twenty or more of our boats are lying idle, waiting to unload their fish—about 7,500 tons of it. We have done—and are doing—everything we can to bring this problem to the government's attention for appropriate action.

"We're not worried about the efficiency of our fishermen. It's the marketing restrictions—imports—that bother us."

Troller Lost at Sea

William C. Moilan, Astoria, was lost from his trolling boat *Meri'Koti* in September while she was fishing in rough seas about 25 miles off Destruction Island, Wash. Will Reed, who was fishing with him, returned to deck after having lunch to find his partner missing. Hours of search produced no trace.

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Plight of a Clipper

Endangered by Debt, Falling Prices, Foreign Competition, Weak Markets

By a MANAGING OWNER

● Plight of a typical tuna clipper investment is dramatically revealed in a letter written late in August by the managing owner of the vessel to the other owners, setting forth the facts confronting the vessel and those who put their money into her.

On occasion a publication is accused of over-drawing a situation in effort to support a cause, of slanting facts to back a position, of coloring a report to prove a point.

Here is a letter, never written for publication, which tells a story of financial danger without dramatics, and reveals the facts of a situation such as the national fishermen's loan fund was designed to correct.

The managing owner of a clipper which must be nameless writes to his fellow shareholders:

● A review of present fishing conditions, financial policies of private and government loaning institutions, and our own debt posture, requires this letter.

It is doubtful whether the ship will be able to complete three trips this year. Unfortunately, the vessel is only half loaded after 60 days at sea. Reduction in the price of fish will affect the boat upon its arrival. Also, the difficulty of unloading is especially pronounced during the fall months. We are in the throes of one of the worst years of fishing for the bait boat fleet. Assuming the ship's arrival n September, only good fortune will permit its departure before November for the third trip of the year.

The Financial Problem

● We presently owe the bank $900, plus approximately $400 interest. Upon the ship's arrival, the cannery will withhold from one-third to two-thirds of the boat's share for payment of our $30,000 debt. We will be faced with the problem of confronting the many creditors with only one-third of the boat's share available for distribution. The cannery will no longer place itself in the position of paying our debts. It has been doing so for the past five years without charging interest and without any form of security but our promise to pay when the boat delivers fish.

Assuming a bad picture in light of the present conditions in the industry, let us make the following illustration:

The ship is expected to unload at least 200 tons of fish, and sell it at approximately $200 or more per ton, which means about $21,000 for distribution as the boat's share. Reduce this amount $14,000 as payment to the cannery, the remaining $7,000 must go for payment of the county and city property taxes and payment of the mortgage. Our debt posture would probably be described as follows:

Balance due our insurance agency, approx.	$17,000
Balance due shipyard, approx.	26,000
Balance due supply house, approx.	6,500
Others, approx.	7,000
Total	$56,000

Private banks will not finance this amount even though no mortgage exists on the vessel. It is my opinion that our most immediate and acceptable relief is the Fisheries Loan Fund established by Section 4 of the Fish & Wild Life Act of 1956. I had hoped that we might avoid financial assistance from any source, but bad fishing, problems of price and unloading, the continual difficulty of Japanese imports, and the fact that the boat required substantial and major repairs, makes this position wishful thinking and completely unwise.

An arrangement for delayed payments to the shipyard has been accomplished, and it appears that it will withhold demand for payment until December, 1957. Nevertheless, we have other lien holders to worry about.

Suggested Solution

● Of course, we would all like to sell the boat at a profit or for a price that would give us the return of our original investment. We shall still make attempts to sell the boat. I have sent letters of inquiry to several foreign governments. But, I don't think it is good business to sell at a loss now, especially while we still have an opportunity to reduce our indebtedness to a point where we can operate with some hope of a profit in the future, either in fishing operations or in selling the boat to a good buyer.

It is my suggestion that you authorize me, the managing owner, to make application for a loan of $60,000 from the United States, acting by and through the Secretary of the Interior, under the provisions of the Fish &

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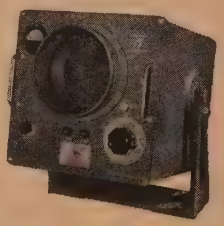

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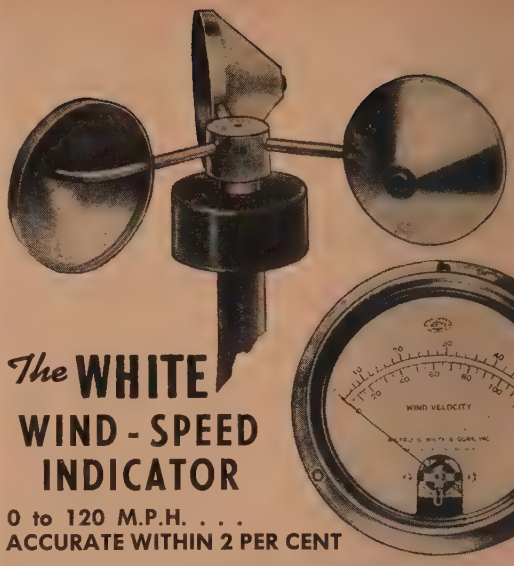

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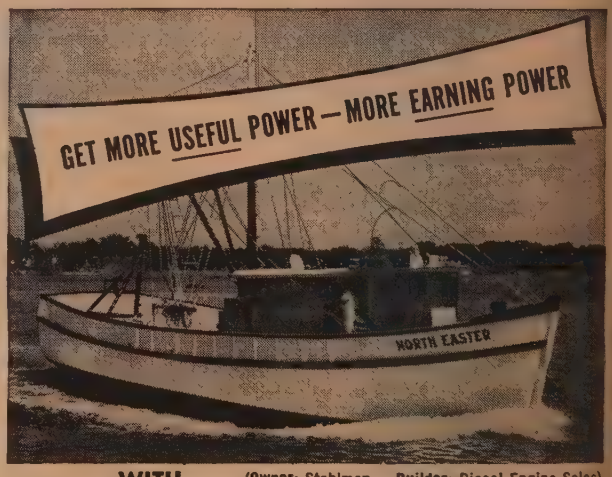

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The advantages of this government loan arrangement are as follows: Immediate relief from a somewhat spympathetic government agency; maturity date of the loan can be ten years, at the low interest rate of 3 to 5 per cent.

Many ships in the fishing fleet are in trouble. Recently, shipyard lien holders brought actions against three boats. The vessels were sold at auction at ridiculously low prices. The boat owners could have obtained government loan relief but for their hesitancy and slow action.

No one likes to incur debts tagged with foreclosure possibilities, but every time repair work is accomplished on the boat a lien is created. Lien holders are to be respected as much as bank mortgagees. We have eliminated the bank problem. I say, let's get on our financial feet with a loan from the government.

If you are for the idea of a government loan, then please have you and your spouse sign the enclosed authorization. The requirement for both husband and wife signing the authorization is based upon the recognition of the probable community property nature of the investment. If the investment is the separate property of the co-owner, then the spouse need not sign the authorization. In any case, let me hear your ideas on our mutual problem.

If we are to act on an application to the government for a loan, we must file the necessary papers before October 1, 1957.

Seattle Boat Show Tops All in Fishing Interest

• With 20,000 square feet added, the 1957 Seattle National Boat Show will be bigger than ever before, a three-deck affair with the accent heavy on the industrial fishing angle.

The show, sponsored by Northwest Marine Industries, Inc., will be held from November 29 through December 8.

The enlargement comes through inclusion of the ground-floor level of the Seattle National Guard Armory in the show space, which in previous years has included only the main floor and the mezzanine.

The public will enter the show direct from the street level, working upward from floor to floor. This lower level will substantially improve the opportunities for displaying the heavy fishing craft and engines which are of special interest to fishermen and cannery operators.

There are a number of significant technical advances in the fisheries this year which are expected to be on display, special attention being given to equipment and methods for fish quality protection, speed in gear handling, and accuracy in fish-finding and vessel navigation.

Commercial fishing vessel equipment, instrumentation and power is one of the primary features of the Seattle National Boat Show, affording a distinction between it and other shows, and making it unquestionably the leading show of its sort from the point of view of interest to commercial fisherman and operators.

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"Pacific Queen" Explodes And Sinks, Killing One

The giant Bristol Bay freezership *Pacific Queen* exploded and sank at her dock in Tacoma early on the morning of Sept. 17. William Weber, 49, of San Pedro lost his life; while Dick Madak, the only other person aboard, escaped with some injuries.

U.S. Coast Guard investigation of the accident was immediately initiated in an effort to determine the cause, which generally was supposed to lie with the refrigeration system.

The blast did great damage to the stern of the vessel and fire broke out, while ammonia fumes throughout the entire vicinity of the vessel handicapped firefighting and rescue work.

The vessel had completed discharge of her cargo of frozen salmon in Seattle a few days before the explosion, and was scheduled to return there for drydocking before leaving on a southern assignment.

The vessel was owned by Pacific Queen Fisheries, whose principals include Mike Bradovich of Puyallup, Wash.; August, Nick and Joseph Mardesich, Everett; Steve and John Villicich, Louis Arsich and Nick Jasparovich, San Pedro.

ILWU Backs $80 Sardine Price; Buyers Offer $55

• ILWU president Harry Bridges at a recent meeting of ILWU fishermen in San Pedro pledged the resources of his union in helping Local 33 obtain $80 per ton for sardines, $55 per ton for all types of mackerel and $27.50 for anchovies.

Terminal Island canners have offered boat owners $55 per ton for sardines and $42.50 for all types of mackerel and $240 per ton for Bluefin tuna for the remainder of 1957.

At the urging of the ILWU, members of the AFL-CIO Seine and Line Fishermen's Union have joined in the bid for higher prices. Both unions picketed the commercial fishing dock at Port Hueneme and idled 17 Monterey boats there.

Monterey boats had been fishing under a contract granting $52.50 per ton for sardines and from $42.50 to $45 for mackerel, depending upon the mixture.

At this writing no agreement was in sight. However, if sardines begin to run in volume experienced observers expected a quick settlement would be made. To presstime, despite the advance of starting date from Oct. 1 to Sept. 1, the sardine catch has been negligible because of unseasonably warm water.

Seattle Men Attending Hamburg Gear Conference

Three Seattle men left at the end of September for Hamburg, Germany, to attend the International Fishing Gear Conference sponsored by the Food and Agriculture Organization of the United Nations. They are:

Peter G. Schmidt Jr., president of Marine Construction & Design Co.; Dayton L. Alverson, biologist of the Washington Department of Fisheries, who will report the conference for *Pacific Fisherman;* and H. C. Hanson, Seattle naval architect.

Stern to Talk Pacific Shrimping in Florida

• Dr. Joseph Stern, techology professor at the University of Washington School of Fisheries, will attend the Gulf Caribbean Fisheries Institute Meeting to be held in Miami, Florida. Dr. Stern will speak at the meeting concerning the growth of the Pacific Coast shrimp fishery. He will cover the operation of the fishery, notes on the biology of the species and the technological problems involved. The meeting is scheduled for mid-November.

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250-hp Enterprise diesel of M. V. Stanford is kept spotless by chief engineer Kruno Gamulin (above), shown starting engine's priming pumps. RPM DELO Oil is also used in 671 GMC diesel auxiliary which powers reefer units. Reefer capacity is 100 tons of tuna or 140 tons of sardines.

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Strong Trends Shift U.S. King Crab Fishery South

• Significant shift of American King crab fishing operations out of Bering Sea and into waters south of the Alaska Peninsula was crystalized during the spring fishing of 1957, after having been initiated in the 1956 season.

Estimates early in the fall of this year indicated that at least 85% of the American production of King crabs is being taken from waters south of the Peninsula.

There appear to be a variety of reasons for this shift: fishing in protected waters; operations nearer refrigeration plants where supplies of frozen goods may be stored for shipment by steamer; operations largely within territorial waters where they are free of competition with the Japanese; adaptability of the fishery to the use of crab pots in place of trawls.

Excellent catches of King crab were made during the early 1957 season in waters south of the Peninsula and in Bering Sea as well. Studies of the Japanese catch, plus the reports of Capt. Ed Shields' trawler *Nordic Maid*, indicate a 1957 catch of about 1,500,000 crabs during the spring season on Bering Sea.

Research studies on King crab were stepped-up sharply in 1957 under the direction of Fred C. Cleaver of the U.S. Bureau of Commercial Fisheries. The present program seeks information on three basic points which are essential to any biological evaluation of the extent of the population and the effect of fishery upon it. These are: (1) *Growth rate*, where preliminary results are reported; (2) *Rate of Fishing*, where determination is being approached; (3) *Natural Mortality*, in the determination of which a start was made in 1957 with extensive tagging of crabs.

Canners Enter Industry

An interesting aspect of the King crab industry is the entry of two of the largest salmon canning corporations, Alaska Packers Association and Pacific American Fisheries, into this field. They have been packing King crabs on a relatively limited scale during the off-season for salmon in their plants adjacent to the new fishing grounds south of the Peninsula.

Despite the large pack of the spring period, operations were resumed rather early in the fall by the Wakefield Deep Sea operations, which had their trawler and station ship *Deep Sea* processing in the Alitak area before Sept. 15. She is understood to have shifted westward to the vicinity of Sand Point before the end of that month.

Crabs taken during the early operations were reported smaller and not as abundant as during the spring fishing, which was phenomenal.

The Wakefield operation based on the *Deep Sea* this fall includes an additional fishing vessel, the *Jeanette F.* having joined the *Shelikof* and *Foremost*. Again this fall the *Deep Sea* is not fishing but is serving as a processing vessel for the three other craft, which are fishing both with pots and trawls.

Trollers' Pink Salmon Catch Sets Record

With 198,976 Pink salmon reported landed by Washington state trollers to presstime, this issue closed with it already apparent that this form of commercial gear had established a new record for catch of this species—which until a few years ago was believed never to take a hook.

The largest catch previously recorded for trollers in Washington was 113,381 fish, caught in 1953.

It is interesting to note that the Washington Pink catch as a whole was much smaller in 1957 than in either 1955 or 1953.

While it is possible that troll gear was more effective on Pinks this season, in general it is believed that the record catch resulted from the fact that a lot of the "kelpers", small trollers customarily fishing close to shore and the kelp beds, actually fished for Pinks in 1957.

Japanese Try Seining For Brazil Sardines

Purse seining in the American Pacific Coast manner for sardines and other schooling fish off the coast of Brazil will be undertaken in November by the 198-ton seiner *Kosei Maru* as a joint enterprise of Brazilian interests and Taiyo Gyogyo K.K.

The vessel, commanded by Hisao Honda and manned by a crew of 24, left Tokyo early in September and is expected to start fishing in Brazilian waters early in November.

DeWitt Gilbert Named To Salmon Commission

DeWitt Gilbert, editor of *Pacific Fisherman*, was appointed by President Eisenhower September 1 as an American member of the International Pacific Salmon Fisheries Commission. He succeeds Elton B. Jones of Seattle. who resigned in the spring, as public member of the commission.

Other American members are Arnie J. Suomela, commissioner, U.S. Fish and Wildlife Service; and Edward W. Allen, Seattle, previously for many years a member, now serving under a temporary appointment. It is anticipated that Mr. Allen will be succeeded by Milo Moore, Washington state director of fisheries.

Mr. Gilbert joined *Pacific Fisherman* as associate editor in 1928. In 1939 he became the first editor of *Mining World*, another of the Miller Freeman Publications; and in 1942 returned to *Pacific Fisherman* as editor, succeeding Stedman H. Gray.

Beside his association with the fisheries as an editor, Mr. Gilbert worked as a commercial fisherman on the Columbia River for six seasons.

He is a graduate of the University of Oregon and after overseas service in World War I took graduate work in the Sorbonne University, Paris; the University of Grenoble, France; and Columbia University, New York. He was city editor of the Astoria, Ore., *Budget* from 1920 until 1928, a period in which he also acted as editorial representative of the Miller Freeman Publications in the Columbia River area.

Mr. Gilbert has followed closely the affairs and development of the Salmon Commission, of which he now becomes a member. For a number of years he has been working on a book which is at once a report and analysis of the origin, development and application of the concept of international cooperation for the conservation of shared fisheries. This work, not yet complete, was begun in collaboration with the late Miller Freeman, who was responsible in large measure for American acceptance of a Sockeye Treaty.

It was through close association with Mr. Freeman during many of the years that he campaigned in the cause of international fisheries conservation that the new American commissioner developed his interest in and dedication to the field of national responsibility to which he is now assigned.

Milton L. Grout, controller, San Juan Fishing & Packing Co., Seattle, Washington, has been elected to membership in the Controllers Institute of America.

Canada's Salmon Outstrip Runs to American Rivers

• September salmon returns produced nothing to dispell the gloom that settled over the American packers like a Klawock fog. The rays of hope were blotted out one by one—and as the Northwest Salmon Canners Association gathered Sept. 18 for its first weekly luncheon they had to limit post mortems to surgeons and coroners.

In short, it was a pediculous season so far as Alaska and Puget Sound was concerned. In between, British Columbia did pretty well in the northern part, and particularly on Pinks.

Walter P. Shiel, Seattle canned salmon distributor, made the point in a market letter in these words:

"The Pink pack in Alaska, 735,000 cases, is the smallest since 1921; the Pink pack on Puget Sound, roughly 200,000 cases, is the smallest cycle year production since 1905, with the exception of two years only, 1941 and 1943. Lying directly between Alaska and Puget Sound is the Coast of British Columbia, and this area has put up 657,569 cases of Pinks to date, and will in all probability end up with a larger Pink pack than Alaska. The fishing area, the fishing effort and the canning facilities in British Columbia are only a fraction of the comparable setup in American waters."

• You can get a wide variety of opinions as to what happened to the Puget Sound Pink run this year. Some will blame it on "something that happened at sea", and will point to the Sockeyes to prove it. But that falls far short of explaining why the Northern B.C. Pink run was quite satisfactory.

About the only bright spot in the Southeast Alaska fishing picture this season was in the ocean waters off Noyes Island and Cape Addington. It was *hot* there for a time, with marked fish lending support to the Canadian contention that the runs were heading toward the Skeena and other streams of the Northern B.C. coast.

• These Noyes Island fish were of good size, too, averaging about 16 to the case.

This matter of Pink salmon sizes had some interesting aspects during the season. At the start of the run on Chatham Strait Pinks were extremely small, 33 to the case for a few days.

On Puget Sound, at the other extreme, the Bureau of Commercial Fisheries reported cannery average of 14 Pinks to the case.

Significantly, the Puget Sound average for Sockeyes was 13.8 per case, doubtless due to the 20% of three-year-old males in the catch.

Columbia Summer Run Continues its Climb

A continued increase in the size of the Columbia river summer Chinook salmon run is reflected in figures of the Oregon fish commission.

The total estimated summer run this year was 197,000 fish—the largest estimated summer Chinook salmon run entering the Columbia river since 1939, according to Sigurd J. Westrheim, chief of Columbia river investigations for the fish commission. The summer run passes Bonneville dam during June and July, and has shown a general increase since 1945, when an estimated 53,000 summer Chinook entered the Columbia.

According to the best available estimate, combined Oregon-Washington commercial catches of Chinook salmon during June and July this year exceeded 1,100,000 lbs. Mr. Westrheim said the recorded catch is the second best since 1944, exceeded only by last year's summer Chinook catch of 1,600,000 lbs. This year's catch represented about 31% of the total run that entered the river.

Mr. Westrheim said the Blueback (Sockeye) salmon *run* into the Columbia this year did not come up to expectations, but a preliminary reported *catch* of 255,000 lbs. compares favorably with Blueback catches in recent years. An estimated 156,000 Bluebacks entered the river, with an escapement of 83,000 fish counted over Bonneville dam.

Milo Bell Consulting

Milo Bell, who resigned a few months ago from the Washington State Department of Fisheries after a number of years of service as technical coordinator and acting director, is operating as a consulting engineer in the field of fisheries, and particularly in the design and construction of fishways and other applications of hydraulics and engineering to the problems of migratory fish protection at dams, diversions and natural obstructions.

He is also continuing his activities as a member of the faculty of the University of Washington School of Fisheries, where he maintains his Seattle office.

Get that Reservation and Copy in Now!

PACIFIC FISHERMAN'S November Issue

"THE FISHERIES OF PERU"

Deadline for Advertising October 25

● Growth of Peru's fisheries since World War II from nothing at all to almost 100 modern, active plants is one of the industrial phenomena of a phenomenal twelve years.

● To study these fisheries, their growth and their latent possibilities, PACIFIC FISHERMAN this spring dispatched its editor to Peru, where he spent a month gathering material and photographs.

● Now in the course of preparation, this comprehensive report upon one of the most dramatic developments in the whole history of the Pacific Fisheries will occupy our entire November issue, which will prove a valuable source book on the fisheries of Peru, for producers and distributors of canned fish the world over.

● COMPLETE COVERAGE: Our November issue, without exception, will go to all of the fisheries operators in Peru, Chile and Ecuador . . . as well as to all of the leading South American distributors supplying their requirements for machinery and fishing gear.

● Whether you are a producer or a distributor of canned fishery products; or a manufacturer of machinery or fishing gear, an advertisement in our Peruvian Issue in November will identify you unmistakably with the dynamic fisheries of South America.

PACIFIC FISHERMAN — 71 Columbia St. — SEATTLE 4.

Canada's New Fisheries Minister Visits B.C.

• Canada's new fisheries minister, Hon. J. Angus MacLean of Newfoundland, had his first opportunity to view for himself the activities of British Columbia's fishing industry when he made his first official tour to the Pacific coast late in September.

Mr. MacLean was welcomed by several elements of the fishing community during his western visit. He was the guest of the Fisheries Association of B.C. at a private dinner party in the Vancouver Club, accompanied members of the International Pacific Salmon Fisheries Commission to the fishways at Hell's Gate, visited the Fisheries Experimental Station and federal fisheries head office in Vancouver and the Pacific Biological Station at Departure Bay, Vancouver Island. He also made an informal inspection of some salmon canneries and reduction plants.

Mr. MacLean, 43, and with a distinguished war record, was no stranger to British Columbia as he attended the university in Vancouver as an exchange student in his youth. He was accompanied on his recent trip to the coast by George Clark, deputy minister.

"The main purpose of my tour is to see the industry at first hand, talk with the people who really know the fisheries problems of the area and get their viewpoint", said Mr. MacLean. "We hope to give a sympathetic administration."

New Short-Cut Crab Cook Yields High Quality

Critical examination of 1957 commercially canned Kegani (Hairy) crab packed by the short-cut pre-cook method effectively proved the advantage of the method to some 50 experts assembled by the Japan Export Canned Crab Manufacturers Association for an August cutting.

The short-cut cook resulted by two years of scientific research and technical tests under Dr. Isamu Kosakabe of Tokyo Fisheries University. It was designed primarily to provide a better approach to the prevention of the "blue meat" in Kegani crab. The cutting showed only one can with any trace of blue; but it went even further to demonstrate the benefit of the system in the way of improved flavor and appearance.

Trading firms whose representatives participated in the cutting expressed the opinion that the improved process would promptly supercede the old method through the industry, to the great benefit of Kagani crab as an export item.

This scallop fishing boat averages 250 days a year at sea.

"Our Piping Troubles Ended When We Changed To Aeroquip Hose Lines"

Aeroquip Flexible Piping helped reduce installation time when a new diesel engine was installed in the *New Bedford*. Using Aeroquip, it took only minutes for Chief Engineer J. Giffin to assemble and install this engine fuel line.

REPORTS J. GIFFIN, CHIEF ENGINEER ON FISHING BOAT *NEW BEDFORD*

Since March, 1956, Aeroquip Hose Lines have been used for all fuel, lube oil, air, fresh and salt water applications on the deep sea fishing boat *New Bedford*. Despite rough usage and exposure to damage from salt water, weather and vibration, there hasn't been a single failure of Aeroquip Flexible Piping.

Aeroquip Flexible Piping offers another important advantage: Because all Aeroquip Fittings are reusable, replacement lines can be made in a matter of minutes, even at sea. For complete information, write today for Marine Catalog No. 301.

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"Bust" in California Puts Pack of Mild Cure Down

• "A real bust" in California mild curing during July and August apparently pulled the aggregate Pacific pack of this specialty down below that of 1956 to comparable period in the early fall.

With trolling due to terminate this month, it is obvious that the picture cannot change materially.

Informed estimates at presstime were on the order of 5,200 tierces for the current year to Sept. 1, compared with about 5,700 last year.

Both California and Oregon production were down sharply for the current season, and this was responsible for the general easing. The pack in California was generally believed to be under 800 tierces, the smallest amount for that state in a long time.

Sharp taper of mild curing during the late summer and early fall proved a powerful stimulant to buyer interest, according to some of the primary market distributors, who found inquiry active to the point where adequacy of supply was coming into serious question.

63 Million-Pound Catch Of Halibut Taken in '57

• Pacific halibut catch of Canada and the United States for 1957 will be close to 63,000,000 lbs., probably slightly above.

That was the estimate of best-informed sources at presstime, just as area 3A was closing, and of course a good week in advance of final landings. There would be some fish landed from Area 3B, where the season extends until October 16, without quota.

These two inconclusive factors are subject to rather close estimate, however. The following breakdown is regarded as slightly on the optimistic side.

Area	*Catch in millions of lbs.*
2	26.5
2/2	4.1
3A	30.0
3B	1.5
Other	1.5
	63.6

Some discounted these figures by a quarter-million pounds, expecting Area 3A to fall that far short of its 30-million quota. The "other" category in the table includes Area 1, permit fish and halibut illegally taken.

• Prospects for production from Area 3B during the fall season were not good, with from eight to 11 boats expected to work there in spite of the foul weather of the "Aleutian low", which centers on this area during the mid-autumn months.

Some boats *may* slip through into Bering Sea for a try at the "Polaris spot", which gives up some of the richest fishing ever recorded when one is hardy enough—or is it hungry enough?—to go after it.

Above McNary Escapment On Columbia Multiplies

Escapement of Columbia River fall Chinook salmon above McNary Dam during the early September closed period was 10 times as great as in 1956 and five times that of the same period in 1955, the two years for which escapement counts at McNary are available.

At the same time, the escapement above Bonneville Dam in the three years was approximately the same.

The difference apparently is due to the elimination in 1957 of the Indian dipnet fishery at Celilo Falls, flooded out this season by The Dalles Dam.

Salmon Association Meets In Seattle Nov. 11

Plans for holding the annual meeting of the Association of Pacific Fisheries in Victoria, B.C., Oct. 10 to 12, as announced in this journal last month, were changed after presstime.

As now arranged, the meeting will be held at the Washington Athletic Club, Seattle, Nov. 11, immediately prior to the three-day hearings on 1957 Alaska fishery regulations; and the Monday following adjournment of the International North Pacific Fisheries Commission meeting in Vancouver, B.C.

Southern Sardine Area Lures Northern Boats

Northern California's sardine canneries got started September 3, but on southern California's fish.

The sardine season opened in northern California Aug. 1, *but* after fruitless scouting around the southern edge of the district—Avila and Morro Bay—no fish were taken until the season in southern California opened Sept. 1, and the 16 boats from Monterey could go further south. The sardine fleet in southern California was tied up with a strike.

To date some 1,200 tons of fish have been landed at Santa Barbara and Port Hueneme, and trucked to San Francisco, Moss Landing and Monterey to be processed. About 25,000 cases of ovals have been packed.

The canneries packing fish are: J-D Packing Co., San Francisco; Santa Cruz Canning Co., Moss Landing; and California Packing Co., Carmel Canning Co., Hovden Food Products Corp., San Xavier Fish Packing Co., Enterprise Packing Co., Monterey.

So far, the only price quoted is $8.75 per case for sardines in 15-oz. oval cans in tomato sauce.

Observers state that they feel prospects are excellent for good fishing in the Santa Barbara-Hueneme area during September.

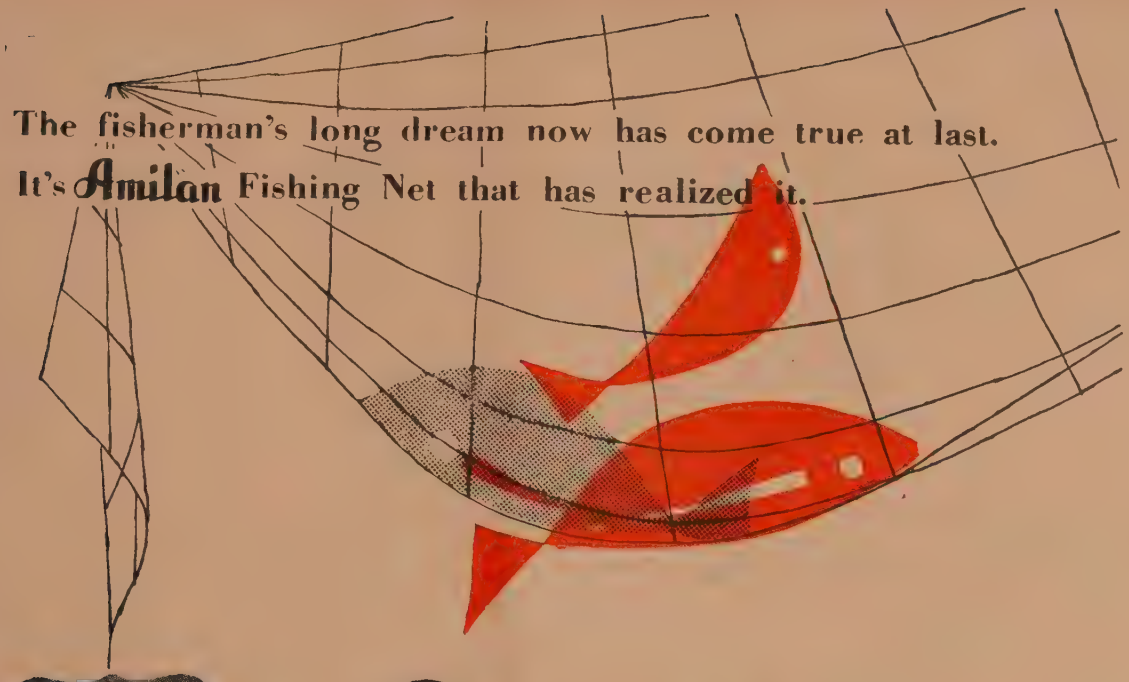
Linen Thread Names Finn To Coast Post

The Linen Thread Co., Inc., announces the appointment of Richard K. Finn as assistant manager of its Pacific Coast affairs. Mr. Finn has travelled all of the territory on the Pacific Coast, and in the past approximate two years has been a resident salesman in Seattle, Washington.

Effective September 16 he made his headquarters in the San Francisco office of the company at 116 New Montgomery St., where John E. Richardson is the Pacific Coast manager of the company.

Prior to entering upon his assignment in the Pacific Northwest two years ago, Mr. Finn was for three years on the sales staff of Mr. Richardson's Pacific Coast office in San Francisco, to which he now returns as assistant manager.

A. Van Snellenberg, mechanical superintendent, Canadian Fishing Co., Ltd., Vancouver, B.C., was in San Francisco last month working in conjunction with J. R. Townsend, San Francisco fisheries consultant, on the removal of the sardine reduction machinery from the Sardine Fisheries plant at Martinez. The machinery will be installed at the Vancouver plant of Canadian Fishing Co.



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The world's highest workmanship plus these unique merits is the world famous "Amilan" Fishing Net. It always carries the label shown above. "Amilan" is the trade mark of our nylon. Toyo Rayon Co., Ltd., Du Pont's exclusive licensee in Japan on nylon production.

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WC1: Water-cooled; one-cylinder, 4-cycle, 7 BHP @ 1800 RPM

WC2: Water-cooled, two-cylinder, v-type, 4-cycle, 15 BHP @ 1800 RPM

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Giant Bering Fish Meal Venture Rises in Japan

• A fish reduction venture based on a factory ship of 11,800 gross tons, served by 20 trawlers is reported to have won approval of the Japanese government.

The enterprise is a project of Hokuyo Suisan K.K., a crab operating company headed by Rensaku Ohnishi, formerly a specialist in the management of Antarctic whaling for Nippon Suisan K.K. His swift rise in the fishing industry of Japan is regarded there as indicative of brilliant ability.

The permit to purchase the vessel required for the venture was granted recently. The ship in question will come from Finland. Financing involves advances by trading companies and advance payments by West German fishmeal buyers who are expected to purchase much of the product.

The permit also covers purchase of Atlas fish reduction equipment from Denmark, to be ready for installation in the early spring of 1958.

According to Mr. Ohnishi, fish to be reduced will include principally cod, pollock and Atka mackerel, with flatfish of secondary importance.

While the primary function of the factoryship will be in the field of reduction, it is expected that some codfish will be salted for the Mediterranean market, while filleting and freezing of cod fillets in blocks for the manufacture of fish sticks will be undertaken on a test basis.

Fishing program calls for employment of about 20 vessels in the shallow waters of eastern Bering Sea. Operations will start off Unimak Island in May, moving gradually to the neighborhood of the Pribilofs in June and July; and on to the vicinity of St. Matthew Island in August.

To relieve the factoryship of her accumulating product, a 3,000-ton vessel will be employed as a transport to carry the output home during the producing season. Initial commitment to West Germany for the 1958 season is reported to involve 12,000 tons of fish meal. In the report from *Pacific Fisherman's* Tokyo representative no reference is made to arrangements for fish oil recovery.

Daily fish reduction capacity of the vessel is reported to be 600 tons.

It is reported that during the winter months the vessel will move to the Antarctic, where she will work with the Dutch whale factoryship *William Balenz,* making whale meal out of portions of the whales not used by the Dutchman for whale oil production.

First Silvers Return To Sacramento System

With the trapping of "Adam" and "Eve" recently at the Fremont Weir on the Sacramento River, California Marine Resources Branch biologists were hopeful that Silver salmon runs might be established on that stream.

For "Adam" and "Eve", as workers hopefully dubbed them were believed to be the first three year old adult silvers to ascend the Sacramento to spawn. They are the first mature fish also to return from an experimental plant of 42,000 yearling Silvers in 1956.

The Sacramento River, an excellent King salmon stream, has never had a Silver salmon run. The experimental plant was made in the hope of establishing such a run. Silvers now enter coastal streams both north and south of the Golden Gate, but except for one recorded strav in 1942, never entered the Sacramento until last fall. At that time a number of immature males and two small females, returned from the plant.

"Eve" weighed 11-lbs. when she checked in and "Adam" about 9-lbs.

Marine Resources Brand New Name of Agency

The Marine Fisheries Branch of the California Department of Fish & Game has had its name changed to Marine Resources Branch.

Officials state that the new name described more realistically its traditional responsibility. The branch has jurisdiction for the Department over the ocean fisheries as well as other resources, including plant life. At one time it was known as the Bureau of Marine Fisheries, also.

The branch was recently reorganized as was described in the September, 1957 issue of *PACIFIC FISHERMAN.*

Shrimp Firm Formed

Pacific Shrimp, Inc., is the name of a firm incorporated by George Moskovita and Allard J. "Bud" Conger, Columbia River fishermen, and J. W. Anderson, Warrenton processor.

Their plans are said to include establishment of a station, plant and freezer at Warrenton, Ore., to operate shrimp trawlers and to process their catch.

"Western Living" Theme Marks Fish Parade

• How fish fits into the pattern of "Western living" was emphasized in the Pacific Northwest's observance of the 1957 Fish Parade, the nationwide promotion in which attention is focused on the economy, nutritive importance, convenience and appetizing character of fish.

While fish was featured through several media and with varied themes in the Pacific Northwest Fish Parade, it was the accent on its part in "Western living"— the outdoor, informal, free-and-easy form of friendly and suburban living that the promotion asserted its most significant emphasis.

Two events stood out:

The Washington Department of Fisheries Open House, when Director Milo Moore and his staff, with the cooperation of the Halibut Fishermen's Wive's Club, the Pacific Northwest Fisheries Association, the Pacific Coast Oyster Growers Association and the Olympia Oyster Growers Association, entertained hundred of guests, and particularly domestic science teachers of Seattle and Puget Sound area schools, at a fish barbecue.

The salmon kippering staged by the Northwest Fisheries Association for the regional grocers convention at Lake Wilderness, near Seattle. There four "smoke barrels" were brought into operation, turning out a continuous supply of freshly home-kippered salmon for the appreciative food merchants.

The Department of Fisheries barbecue was done on outdoor cookers originated by Milo Moore and built for that and similar occasions. Plans and specifications, together with recipes, were distributed to the hundreds of people attending. The Halibut Wives also provided recipe booklets featuring halibut in many proven and out-of-the-ordinary dishes.

Such specialized recipes, plus the encouragement for informal outdoor cookery, for which fish is unapproached, can contribute significantly to rising per capita consumption of fish, in step with the upward strides of "Western living"— which of course has a demonstrated tendency to spread throughout the country.

1957 B.C. Whaling Kill Nears 600 Mark

This season's whale catch was expected to be close to 600 in British Columbia waters. B.C. Packers is the only company active in this fishery, and the organization reports weather and other conditions this year much improved over 1956.

Twenty-five percent gain in production results from this improved packing line for squid in the plant of American Freezer Co., Monterey. Cartons come down the chute from above; are packed, weighed, closed and carried by fork truck to the sharp freezer.

How American Freezer Steps-up Squid Packing

Mechanization of the squid packing line at American Freezer Co., Monterey, Calif., has resulted in a 25% increase in production, according to Steve Genovese, one of the partners in the firm.

American Freezer Co. is one of the leading firms in the packing and freezing of squid, which is shipped out for human consumption and for use as fish bait.

Joe Lopez, partner in American Freezer Co., built the mechanical packing line which consists of endless rubber belt about 20' long, separating the two rows of packers. As they pack the squid they place their packed Fibreboard food cartons of either 1-lb. or 10-lbs. capacity on the belt and the packed cartons are carried to the head of the packing table where they are checked for weight on one of two Howe scales. The person checking the weight can stop or start the belt at will with a push-button.

A Yale fork lift truck takes the full cartons to the sharp freeze room. Squid is shipped from the plant in Fibreboard shipping cartons.

At the start of the packing process fresh squid is released from storage tanks on the second floor of the packing building, and slides down a chute on to the packing table, where distribution to the packers is aided by gravity.

Al Genovese, son of Steve, is foreman of the plant.

B.C. Albacore Fishing Flares in September

British Columbia offshore fishermen took advantage of warm weather and other favorable conditions late in September to seek Alabcore—for the first time in nearly a decade.

Most of the boats were from west coast Vancouver Island ports such as Tofino, and they operated about 45 to 60 miles southwest of Swiftsure Banks. Some of the boats averaged about 90 fish per day.

The catches were sold at Victoria, where the price was $260 a ton, less than half the price in 1948 when some B.C. fishermen made as much as $10,000 a trip.

Chas. R. Carry Attends White House Conference

Charles R. Carry, director, California Fish Canners Association, attended a White House conference on Technical and Distribution Research for the Benefit of Small Business late in September as the representative of the Southern California tuna industry.

The White House conference was called by President Eisenhower to assist small manufacturers, wholesalers and retailers in using modern methods and techniques for developing and improving their products and increasing their sales. The Department of Commerce and the Small Business Administration are co-operating in the project.

Short Co. Named Distributor For Aeroquip Marine Line

Thomas A. Short Co., San Francisco, has been appointed northern California marine distributor for the Aeroquip line of flexible piping, marine hose, and fittings, according to Richard Baerresen, northern California representative and sales engineer for Aeroquip, who makes his headquarters in Berkeley.

Alaska Fish Management Seattle Office Moves

Miss Ted Murphy, Seattle representative of the Alaska Management Division of the U.S. Bureau of Commercial Fisheries, in September moved her offices from the Fisheries Laboratory at 2725 Montlake Blvd., Seattle, to Room 408, Post Office Building, Third and Union Sts., Seattle, where the telephone number is Mutual 1140.

Co-Op Builds Market

Prince Rupert Fishermen's Co-operative Association is building a $500,000 market in the north coast British Columbia city, Dominion Construction Co. having the contract.

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If You Were Building a New Boat-- Would It Have These Features?

Steel Hull
Seine Drum
Brine Chill
Duo-Diesel

Pacific Ocean, a 72' combination fishing vessel being built at Allied Builders, Ltd., Vancouver, B. C., for Bob Kelly of Nanaimo has several claims to distinction.

1. It's hull is all-steel welded and thus departs from the conventional wood construction for B. C. vessels of this type.
2. It will be one of the largest drum seiners ever built.
3. It will carry the Christmas-tree style rigging for long-line halibut fishing, as well as equipment for salmon and herring seining.
4. Finally, it will be the first fish boat designed specifically with a view to carrying fish stored in chilled sea water.

Power plant will consist of two General Motors Model 671 diesel engines working in tandem at about 290 hp. These units will motivate whatever auxiliary power equipment is installed.

The owner of this somewhat revolutionary craft, whose progress will be keenly watched by the fishing community not only in British Columbia but in Alaska and along the coast southward, fishes for Canadian Fishing Co. and has been active in the industry for many years. He intends to do a variety of fishing this season and he believes that T. A. McLaren, head of Allied Builders', who designed the hull, is providing him with one of the most versatile craft in North Pacific waters. Beam is 21' and moulded depth 10' and general lines and appearance are described as unusually graceful for a strictly utilitarian vessel.

Most unusual feature of *Pacific Ocean* is provision of six separate water tanks to carry chilled sea water as preservative for the fish catch, the tanks being serviced and regulated by a package assembly refrigeration unit. The general principle of this setup is in line with the suggestions made by the staff of the Fisheries Experimental Station, headed by Dr. T. A. Tarr who have been active in pioneering this field for several years.

While there have been several installations of sea water tanks in wooden vessels originally built for conventional operation, Mr. Kelly's boat will be the first one designed from stem to stern with the chilled water tank accommodation in mind.

• Melvin Mjos' *Viking,* completed a couple of years ago, was one of the first vessels equipped with sea water tanks in British Columbia, but was not originally designed for that specific purpose. Similarly, B. C. Packers' packer *J. R. D.* and a few smaller craft had sea water tanks with refrigeration facilities, but this equipment was installed some time after the vessels went into service.

On *Pacific Ocean* each of the tanks has a load capacity of 30,000 lbs. of fish. Refrigeration is provided by a Rice & McIntosh sea chiller, a unit comprising two 5 hp. compressors and other equipment prepackaged and built under control conditions in the shop before being placed in the vessel.

Each compressor has heat exchangers through which the salt water is pumped and cooled, and each compressor system can operate independently or cross-connected as required. Unlike the Viking, which had coils in each tank as a refrigeration element, Pacific Ocean's refrigeration is accomplished by the outside heat exchangers.

J. S. M. Harrison and S. W. Roach of the Fisheries Experimental Station in Vancouver played an important part in setting the general pattern for *Pacific Ocean's* refrigeration facilities because of their long experience in the research carried out in that direction in recent years. Insulation of the tanks is unusual and so is the construction of the tanks themselves since they are built right into the vessel and their bottom is the floor of the vessel itself, the only partitions being the steel bulkheads separating the individual ranks.

Foamglass is used for insulation and it is attached to the hull by adhesive. Asbestos cement plaster is applied over the insulation material. If this type of insulation proves satisfactory, and the designers are confident that it will, it is a form that should effect substantial economies in the building of sea water tanks in the future.

Pacific Ocean's decks and cabin are of steel construction as well as the hull, although living quarters are plywood-lined. Provision is made to sleep eight.

Tagged Tuna is Saved When "Sundown" Sinks

A man risked his life with a boat sinking under him to bring a tagged tuna back to San Diego for examination by bioloists of the California Department of Fish and Game.

The man was Pablo Maldonado Arellano, a member of the crew of the Albacore boat *Sundown,* which had taken a tagged Yellowfin and, in accordance with the Fish and Game request, had stowed the fish in ice with tag attached so it could be examined by the researchers.

The craft was 30 miles off Manzanillo, Lower California, and for three days had been pounded by rough seas. Finally a seam opened and she made water with a rush. Others sought to get a skiff away, but Maldonado went for the marked tuna. He couldn't save the vessel, but he could save her contribution to science—and he did.

The men of the foundered *Sundown* were picked up by the Albacorer *Tiburon* and brought back to San Diego, Maldonado with his tagged Yellowfin.

H. B. Friele Hurt On Eve of Norway Trip

H. B. Friele, president of Nakat Packing Corporation, left Seattle by air in September for Norway, where he will spend some time visiting relatives and those of the late Mrs. Friele. who was killed with their daughter-in-law in an airplane accident in Alaska during the summer.

A very short time prior to his departure Mr. Friele suffered severe injuries to a foot as result of an accident with a power lawn mower at his home.

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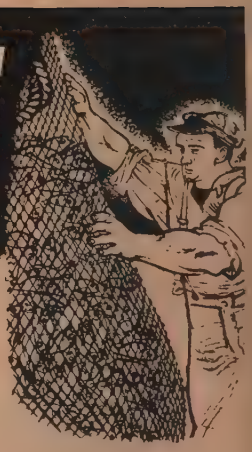

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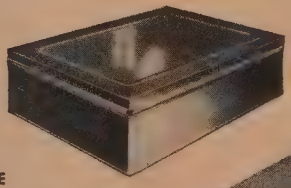

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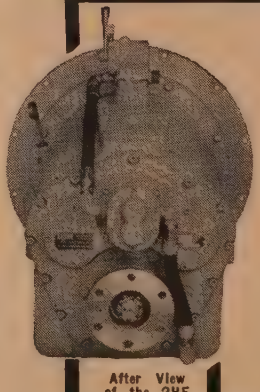

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After View of the 2HE

FOOD FISH MARKETING

Section of PACIFIC FISHERMAN--

News and Views of National Trade in Fish and Shellfish

October, 1957

$4 Spread on Chums Helps Enliven Skeptical Buyers

• September salmon trading inclined to the sluggish side.

There was movement, of course; and it was not inconsiderable in view of the limited amount to be sold. At the same time there wasn't much hustle about it.

Primary market factors were inclined to believe that the buyers were skeptical of the finality of the short-pack reports, and inclined to expect that some magician would pull a pack of salmon out of a hat that just didn't exist.

• Running toward the end of September, the trade reported a definite interest in Chums. The $4 spread between Pinks and Chums in talls was attractive to a good many forward-looking buyers who knew from experience that a lot of Chums could move through a $4 gap. Moreover, the goods being offered at that price in September necessarily all were of the preferred summer type.

Leo White Dies

F. Leo White, 71, vice president of the Oceanic Sales Co., and for 44 years associated with the marketing of canned salmon, died in Seattle September 30 just as this edition was going to press. He had been ill a short time.

Mr. White played a leading, effective part in salmon selling through the Oceanic Sales Co., of which he was a principal from its organization. Widely respected throughout the industry he served, Leo White will be sincerely mourned by many.

Pacific Northwest Market

Market prices currently quoted at presstime by Pacific Northwest brokers and cannery sales department, cases of 48 tins, unless otherwise specified, good quality, as reported by the U.S. Bureau of Commercial Fisheries, Market News Service:

Items and Packages	Per Case	
Puget Sound		
Sockeye halves	$23	
Sockeye, quarters	13	
Alaska		
Red, talls	33	-34
Red, halves	21	-23
Red, quarters	13	
Pink, talls	23	
Pink, halves	13	-13.50
Pink, 4-lb. (12)	24	
Coho, talls	26	-28
Coho, halves	15	-16
Coho, quarters	9	- 9.50
Coho, 4-lb. (12)	27	-28
Chum, summer, tall	19	
Chum, fall, tall	18	
Chum, halves	11.50	
Chum, 4-lb. (12)	20	
King, talls	28.50-29	
Chinook, halves	17.50-18	
Columbia River		
Chinook, ½ oval (12)	14	-14.25
Fancy, halves	24	-26
Fancy, quarters	13	-14.50
Choice, halves	17	-17.50

Easing of U.K. Salmon Restrictions is Forecast

Right Hon. Heathcott Amory, who in addition to other titles holds the office of minister of fisheries in the United Kingdom government, spent a few days in British Columbia late in the fall conferring with representatives of the fishing industry.

Mr. Amory, who has visited this coast on previous occasions, was welcomed at a private banquet given in his honor at the Vancouver Club by the executive of the Fisheries Association of B.C. and members of the export committee. John M. Buchanan, chairman of the association and chairman of the board, B.C. Packers, Ltd., was chairman of the gathering, and in introducing Mr. Amory recalled the United Kingdom's traditional interest in the British Columbia canned salmon trade and told how the industry on the west coast had enjoyed its long and profitable relationship with the British market.

"We are gradually eliminating restrictions on the purchase of canned salmon and other products of this region", said Mr. Amory. "The crux of the whole situation is our need in Britain to earn more dollars by increasing sales overseas and thus right the imbalance that exists between Britain and Canada. We spend or invest in Canada two dollars for every one spent by Canada in the United Kingdom."

Walter Tuesley Retires From Brokerage Business

Walter T. Tuesley, Kelley-Clarke Co. partner-in-charge of the Canned Salmon Department, early in October announced his retirement, effective Oct. 15.

His service with the company passed the 25-year mark last June, all of it spent in the Canned Salmon Department, where he will be succeeded as manager by Walter C. Meredith Jr., who has been his assistant for a number of years.

Mr. Tuesley will continue to make his home in Seattle, and plans to engage in some limited, part-time business activity. "It will be wholly distinct from salmon or food brokerage, however", he was careful to specify. "I've had a grand time in an interesting, vital business; but when I leave I shall do so fully, proud of the part I've had in it; and glad I'm leaving the Kelley-Clarke Salmon Department in highly capable hands."

Kelley-Clarke Co. is a venerable house, which has been selling salmon 62 years. Founded in 1895, the company was one of *Pacific Fisherman's* first customers, carrying an advertisement in its initial issue in 1903—and in every number since.

Japan to Pack Saury In U.S. Tomato Paste

Authorization for the import of 36,000 cases of American tomato paste for use in packing canned saury was granted recently in Japan. This was necessitated largely by a poor tomato crop in Japan.

Quota for saury canning, already under way late in September, calls for 800,000 cases, with 430,000 cases in the plain style and 370,000 packed in tomato sauce.

Grocers Tour Cannery

Delegates to the annual California Grocer's Convention were guests of Westgate-California Tuna Packing Co. last month. The group toured the cannery and National Steel and Shipbuilding yards.

Westgate-California and Breast-O'-Chicken were represented at the convention in Coronado by George Dew, Larry Kaner, Bill Peyton and Dale Brassey.

The World Still Loves Canned Salmon While Forced to Count it a Luxury

● Wherever you go these days, everybody likes canned salmon, but nobody likes the price. It's the same story from Hong Kong to Colombo, from London to Zanzibar—canned salmon is in high favor as a luxury item, but the price factor determines its salability.

If anyone questions this, he might check with Harold G. Haggart, director of Shafer - Haggart, Ltd., for many years prominent in the fish export business in Vancouver, B.C., who recently returned from a trail-breaking tour probably more extensive than anyone in the trade has undertaken for years. In his 35,000-mile flying journey that occupied three and a half months and involved travel on 21 different planes, Mr. Haggart covered not only the great importing and consuming centers but many of the byways of commerce seldom visited by a representative of the salmon industry — places like Mombasa, Ndola, Dar es Salaam, Colombo, Durban and Nairobi.

Mr. Haggart's tour was primarily to spread the good name of British Columbia canned salmon, survey the marketing possibilities and confer with sales and import executives, especially members of the far-flung 250-year old Crosse & Blackwell organization which Shafer-Haggart, Ltd., have long represented and one of whose labels in canned salmon may be the only one of its kind bearing the British royal warrant.

"I met buyers with whom we had been corresponding for 27 years but had never seen," recounted Mr. Haggard to *Pacific Fisherman*. "At nearly every point we visited we were welcomed at the airport by one of the company's representatives all of whom were eager not only to tell us the condition of the market but show us the surrounding country."

Apart from all the information he collected, it was a wonderful experience for Mr. Haggart, who was accompanied by his wife on the long and varied journey that included many hundreds of miles of automobile travel in South Africa.

● Of all the places visited by Mr. Haggart, Salisbury in Rhodesia impressed him the most for its progressive spirit and spectacular expansion—in marked contrast with the uncertainty prevailing in some of the other centers, such as in Malaya and other parts of the Far East.

Harold G. Haggart, Canadian factor who trailed the canned salmon market from Vancouver to Zanzibar.

In Northern Rhodesia, where the copper industry has been booming and white labor last year was rewarded with bonuses 113% of wages, buying canned salmon presents no problem even though housewives there pay the equivalent of 75c per half flat tins (6 shillings).

"But canned salmon even in Rhodesia is considered a luxury just as it is in almost every country outside the area of production", reported Mr. Haggart, who said that in many of the African cities with important concentrations of native population pilchards are the popular fish. Some Pink salmon has found its way into African markets. Chum salmon is generally too high for volume sale.

"The future of canned salmon sales everywhere overseas, apart from availability of supply, is a question of price", said the Vancouver exporter. "Not everyone can afford salmon at the price it has reached in recent years, even as a luxury item. The extent of sales is also governed, of course, by government restrictions. All imports to African countries are subject to license."

Mr. Haggart flew from Africa to England in the famed Britannia plane of the British Overseas Airways Corp.—"The Whispering Giant"—and while in the United Kingdom visited offices of Crosse & Blackwell in London and of Simpson-Roberts & Co. in Liverpool, and his old personal friends Harold and Dale Sidwell of Sidwell & Co., representing Shafer-Haggart, Ltd. in the United Kingdom.

● While he was in England the final purchase of Japanese salmon for the year, amounting to 303,500 cases, priced at about £5,000,000 was being landed. The general feeling in Britain, he said, was that the United Kingdom would be obliged to continue fairly heavy purchases of canned salmon in Japan, especially since North America could not always meet the volume requirements, especially of red salmon, traditionally the favored grade in the U.K.

Announcement that the British government had authorized an increase of about 6% in purchase of canned salmon this year from this continent indicated to Mr. Haggart that Britain intends gradually to increase the level of purchases in this area to the fullest extent compatible with the dollar situation.

European Customs Union May Aid Salmon Trade

Possibility — admittedly somewhat long-range—that the new customs union becoming effective among several of the nations of Free Europe may react to benefit the export of frozen and mild cured salmon to the Continent is seen by B. Kehler, Brussels manager of Vendsyssel & Co., famous Copenhagen house dealing in fish specialties.

Mr. Kehler was in Seattle late in August to confer with Alf Larsen, manager of Vendsyssel Packing Co., the firm's American subsidiary. He makes occasional visits to the United States and is a particularly keen student of the international market for fish specialties of luxury type.

Breast-O'-Chicken Staff Notes Numerous Switches

• A number of staff personnel changes have been announced in the Westgate-California Corporation and its subsidiary Westgate-California Tuna Packing Co., and Breast-O'-Chicken, Inc.

Bob Chapman, controller of Westgate-California Corporation, assumed the additional duties of administrative assistant to President George Dew late in August. He has been associated with the tuna industry since 1947, when he joined the Sun Harbor Packing Co. With the merger of Westgate Sea Products and Sun Harbor, Mr. Chapman became controller and assistant treasurer. After the merger with California Tuna Packing Co., he continued with the new company, Westgate-California Tuna Packing Co., as comptroller.

Breast-O'-Chicken Tuna has named Preston Hogue as vice-president for sales, eastern division. Dale Brassey has been moved to the western division as sales manager.

Mr. Hogue will head the sales program for the entire eastern seaboard. Mr. Brassey, after five years as sales manager in the southern division, will make his headquarters at the home office in San Diego.

Wes Palmer remains sales manager of the central division. A successor to Mr. Brassey in the southern division will be named soon.

Wm. E. Peyton, for seven years traffic manager for Breast-O'-Chicken Tuna, has been promoted to assistant to Larry Kaner, vice-president and director of sales.

Mr. Peyton has been in the tuna industry for 15 years and an employee of predecessor companies of Breast-O'-Chicken Tuna for nearly 10 years.

Wilson Edwards. well-known west coast radio man, will join the executive staff of Breast-O'-Chicken Tuna, Inc.

"Edwards' long experience in the advertising and merchandising of food products will be of great value to Breast-O'-Chicken, which is the sales organization for Westgate-California Tuna Packing Company", D. R. Giddings, secretary, stated.

P. B. Berglund, Berglund Sales & Engineering Co., San Francisco, accompanied by Mrs. Berglund is on an extended European tour.

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Mid-West Fish Trade Brisk Through Summer

Sales of fish products, frozen and canned, were brisk in the Middle West through the 1957 summer with volume good and prices closely competitive, according to L. H. Frohman and his son David of L. H. Frohman & Sons, Chicago specialists in fish selling, who visited Seattle and Vancouver at the end of August. The Frohman house represents the New England Fish Co. and The Canadian Fishing Co. in a large Mid-western territory.

They reported remarkably interesting sales of the frozen eviscerated crab packed by New England in polyethylene sealed pouches. They emphasized that the item has not only sold readily, but that it repeats and repeats, which is the test of success.

Retail competition in the Chicago area becomes keener continuously with the opening of great new supers which need immense volume and get it by every device of price and merchandising. David Frohman works closely with the chains and super groups and emphasizes the importance of product promotion and brand service work in maintaining shelf position and the interest of the imaginative merchandiser with food to sell and a quota to reach.

Salmon Promotion Plan Opened for Subscription

Contraets for packer participation in the proposed canned salmon promotion program were circulated to all packers the middle of September by the Association of Pacific Fisheries, through which the enterprise is being handled.

To the end of the month a substantial part of the requisite amount of salmon had been signed.

The contract calls for a five-year commitment, cancellable under certain conditions, and calling for an initial subscription of 5c per case on the individual company's 1957 pack. The subscriptions became binding when 75% of the total American pack of 1957 has been contracted.

Those closest to the program were highly confident that it would be effectivated. The committees, representing management and sales agencies, selected the Seattle advertising and promotion agency of Cole & Weber, which by the middle of September was undertaking preliminary work, so certain did the project appear of consummation.

Japanese Market Men Study Fish Distribution

Seiichi Tereda, president of the Marine Products Wholesalers Association, which conducts the fish selling at the Tokyo Central Fish Market, where 400,000 tons of fresh fish are marketed annually, headed a 15-man team of Japanese leaders in the field of fresh food distribution on a two months visit to the United States, which opened in Seattle at the end of September.

Mr. Terada was able to spend a day in intensive study of the Seattle fresh fish trade and facilities from the Seattle Fish Exchange auction to the retail outlets of the Seattle waterfront, the Public Market, and some of the great super-markets.

The team will study American fresh food distribution, particularly in fresh fish, fruits and vegetables, dairy products and poultry, and fresh meats. Major centers of study will be Washington, D.C., New York City, East Lansing, Mich., and Los Angeles.

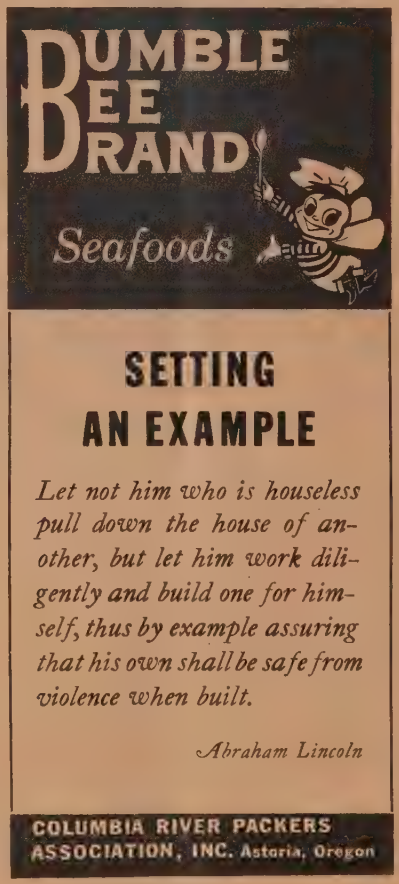
Graham Visits Japan

R. E. Graham of the sales department of the P. E. Harris Co., American salmon packers and sellers, visited Japan during the latter part of August, contacting salmon packers and the Japan Canned Salmon Sales Co.

Southern California Domestic Tuna Deliveries

Cumulative totals for 1957 through Sept. 14 in tons as reported by U.S. Market News Service

	Albacore	Bluefin	Skipjack	Yellowfin	Bonito and Yellowtail	Total
Clippers and Albacore fleet	11,605		28,787	41,614	47	82,053
Purse Seine fleet	57	9,159	3,055	15,351	24	27,646
Total 1957 through Sept. 14	11,662	9,159	31,842	56,965	71	109,699
Total, 1956	12,749	5,335	40,356	65,879	41	124,360
Total, 1955	9,932	5,275	34,410	41,945	24	91,587


BUMBLE BEE BRAND
Seafoods
SETTING AN EXAMPLE
Let not him who is houseless pull down the house of another, but let him work diligently and build one for himself, thus by example assuring that his own shall be safe from violence when built.
Abraham Lincoln
COLUMBIA RIVER PACKERS ASSOCIATION, INC. Astoria, Oregon

All eight new "Valley" trawlers use Tobin Bronze Shafting

The addition of 8 new trawlers within the last few months brought the Valley Fisheries Fleet of Producers Marine Service, Inc., Port Isabel, Texas, to a total of 28 vessels.

Each of the eight new vessels gets dependable power transmission from a 3-inch Tobin Bronze propeller shaft.

VALLEY MOON, VALLEY CHIEF, VALLEY LIGHT, VALLEY GIRL, AND VALLEY WIND. Built by Brander Shipyard, Biloxi, Miss., of pine and cypress, with mahogany planking. Each measures 66 feet over-all, with a beam of 18½ feet, drawing about 6½ feet of water.

VALLEY SKY. Steel-hulled, built by Bryants Boats, Inc., Bayou LaBatre, Ala., 66 feet long over-all, with a beam of 18 feet, drawing about 7 feet of water.

VALLEY DAWN AND VALLEY CLOUD. Steel-hulled, built by North Boat Works, Rio Hondo, Texas. Each is 64 feet over-all, with a beam of 18½ feet, and a draft of 6 feet.

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TOBIN BRONZE® propeller shafting has high strength and toughness in a balanced combination to meet the tough requirements of marine service. That's why this exclusive Anaconda product has been first choice of boat builders and boat owners for more than 70 years. Look for the insigne to be sure you get dependable power transmission. For detailed information, see your distributor or write: The American Brass Company, Waterbury 20, Conn.

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If you fish for a living you know the importance of dependable propeller shaft bearings. The kind that gives years of trouble-free, QUIET operation. The kind that saves shafts and keeps boat out of drydock. That kind is CUTLESS—the soft rubber, water lubricated bearing —the bearing fishermen depend on to keep them fishing.

Buy them from your favorite Marine Supply House or Ship Repair Yard when you haul out. Large west coast stocks, popular sizes. Factory stock to 11½-inch shaft size available overnight by air.

The tuna clipper San Juan, built by National Steel and Shipbuilding Corporation of San Diego, uses Cutless bearings.

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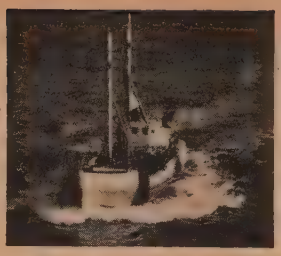
PROPELLER SHAFT

HIGH SEAS—DRY YOU!



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Storm King Boots • tempered rubber • reinforced toe • deep-cleated outsole

US ROYAL FOOTWEAR

Black Body Boots • "Shockproof" insole • cleated outsole • webbing shoulder straps

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509 South Beacon Street
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Marine Hardware Company, Inc.
Cooperative Building
San Pedro, Calif.

Marine Hardware Company, Inc.
304 Sardine Street
Terminal Island, Calif.

Oregon Marine Supply Company
Astoria, Oregon

Oregon Marine Supply Company
235 Southwest First Avenue
Portland 4, Oregon

Pacific Fishing & Trading Co.
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Save TIME, save FUEL on every trip

Sperry Magnetic Compass Pilot holds your boat on true course automatically. Takes you straight to your favorite fishing grounds and back again. Saves you time and fuel every time because it holds selected course with far greater accuracy than manual steering... even in heavy seas. At the grounds Remote Controller lets you move about ship to supervise the job yet still retain complete steering control. Call the nearest Sperry district office for details.

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Bill Frankland Tops Divoteers; Meenach, Skarich Top Golfers

• C. William Frankland, of Kelley-Clarke Co., Seattle, was selected as the nineteenth president of The Fish Divoteers at their annual fall meeting and golf tournament at the Rainier Golf & Country Club, Seattle, September 20. He succeeds Randall Beard, of the New England Fish Co.

Other officers elected for the ensuing year were Walter Johnson, Halibut Producers Cooperative, vice president; Walter P. Shiel, Jr., Walter P. Shiel & Co., secretary; and Bud Moore, Booth Fisheries Corp., treasurer.

Sunny skies brought out a field of 130 golfers and the competition for the permanent trophies and special awards was keen and friendly. Festivities at the "nineteenth hole" and the banquet in the evening were enjoyed by 180 members and their guests. Randall Beard, retiring president, presided.

Gene Murray, New England Fish Co., attending his first Fish Divoteers tourney, won new spurs as master of ceremonies, a field in which he has long been famous among salmon canners.

Low net in the first division went to W. R. Meenach, Great Northern Railroad. George Skarich, Colorado Fuel & Iron Corp., won low gross honors. Charles R. Evans, Evans Engine & Equipment Co., and Clare Kidd, National Bank of Commerce, were awarded permanent cups as winners of low net and low gross in the 1957 spring tournament.

In the second division, Bob Dignon, Northern Products Corp., carried off the prize for low net. Joe Antonelli, Fishermen's Cooperative Federation, Vancouver, B.C., took home the award for low gross. Permanent cups for low net and low gross in this division went to Bob Dignon and Walter Johnson.

Robert Ennis, North Pacific Seafoods, came up with a good score to win low net in the third division, with award for low gross going to Ron Eader, Marsh & McLennan-Cosgrove & Co. Hank Roemmele, Hilton Seafoods Co., and Jim Braymer, Whitney & Co., pocketed permanent cups as last spring's low net and low gross winners.

Guests did not compete in a separate division this fall.

The tournament was staged under the able guidance of Walter P. Shiel, Jr. assisted by Steve Kipper, Can Go Shippers' Assn., Cliff Irvine, P. E. Harris & Co., Pat Douglas, Skinner & Eddy Corp., Dick Little, Kelley-Clarke Co. and Edward Verner, Leslie Salt Co.

Prizes for the tourney were lined up by Sponsors' committee headed by Walt Tobiason, Dehn & Co., assisted by Paul Staley, Seattle Seafoods Co., Leif Ejde, Vita Food Products Co., Harold Anderson, Tidewater Oil Co., Emmett Murphy, Soo Line Railroad and Anthony Trutanich, P. E. Harris Co.

Entertainment was arranged by Pat Kelly, Safeway Stores, chairman, assisted by Bud Moore and Jack Miller, James Farrell & Co. Handicapping was handled by Jim Braymer, Stan Bear, Whiz Fish Products Co. and Glen Wicker, Green Bay and Western Railroad. Publicity was the chore of Carlton Hillyard, *Pacific Fisherman*, and Don Venables, Marine Digest.

Bucketed Scientists Peek At Tuna in Their Feeding

• Feeding behavior of tuna is studied under water by scientists of Pacific Oceanic Fishery Investigations, working in the safety of a submerged "bucket" with an underwater breathing device.

This equipment, currently being used in studies from the research vessel *C. H. Gilbert*, appears to offer great promise as a research tool in studying the feeding behavior of tuna and their reaction to various baits and lures.

POFI scientists designed an observation "bucket" which is suspended about 8' below the surface of the sea near the stern of the vessel. A scientist climbs into the bucket, using an underwater breathing device, and sits in safety, if not comfort, while tuna are being chummed to the vessel. The present apparatus permits the investigator to remain underwater in the observation post at speeds up to about six knots. Underwater vision is good. In clear offshore water the observer can see for about 180' on a vertical and horizontal plane.

Numerous tuna schools were observed during preliminary trials with the apparatus, and the men were able to make comparative observations on the behavior of tuna tagged by POFI dart tags and the type G tags developed at California. Almost invariably tuna tagged with the dart tag return to the school and in most instances recommence feeding on the chum thrown from the vessel. In contrast to this, Skipjack tagged with "spaghetti" tags usually appear somewhat distressed and have not been seen to rejoin the parent school. Very likely this is related to the additional handling required and to the somewhat more severe wound caused by the spaghetti tag.

Observations have dispelled one of the hoariest myths in the Hawaiian tuna fishery, that the local anchovy is a successful tuna bait because when thrown in the water it returns to the stern of the vessel, drawing the Skipjack within fishing range. Quite the contrary, the Hawaiian anchovy or *"neuh"*, leave the vessel with all possible haste. This behavior pattern is followed when there are no Skipjack in view and when there are Skipjack actively feeding on them.

"Lateen Jim" Dies

Geralamo Oliveri, pioneer San Diego fisherman, died last month at the age of 76. He came to San Diego from Genoa, Italy, in 1900. He was known for many years at "Lateen Jim" because he fished from the first sailboat working out of San Diego.

Mr. Oliveri leaves his widow, a daughter, two grandchildren and two great-grandchildren. James Nigro, foreman at Westgate-California Tuna Packing Co. is a grandson.

Schooler Firm Moves

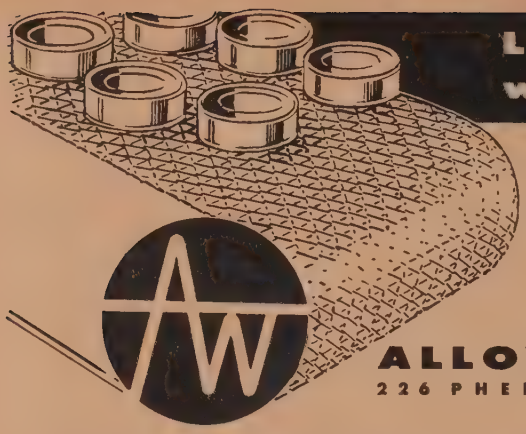
The Schooler Manufacturing Co. will be established in new headquarters before this notice reaches its readers.

The factory address of this maker of full and semi-automatic wrapping machines in future will be: 11341 San Pernando Road, Pacoima, Calif. Mailing address is: P. O. Box 65, Pacoima.

Eureka Troller Drowns

Wilbur Obersaw, 46, Eureka, was drowned last month when the *Linda E.* was wrecked on the south spit of Humboldt Bay. The craft was owned by Harry Dinsmore, but was operated by Mr. Obershaw.

He is survived by a wife and two stepchildren.



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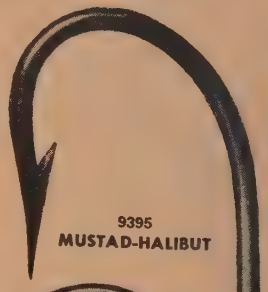

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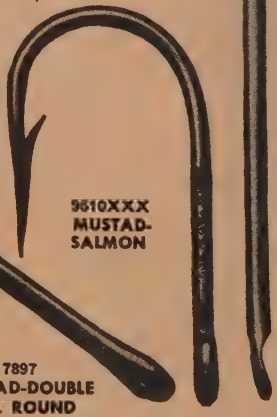

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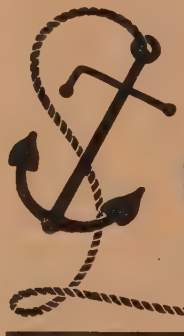

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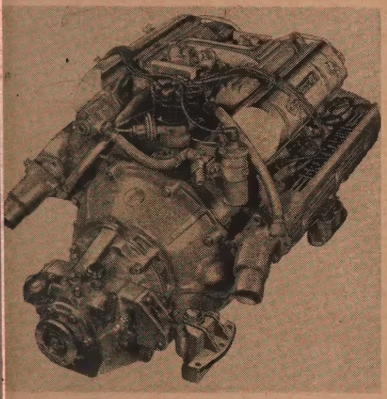
LINES and LEADERS

New 225 hp. V-8 Engine For Gray Marine Motor Co.

Gray Marine Motor Company announces an important new 225 hp. Fireball V-8, for work boats, fishing craft and pleasure boats. The new model not only features unusual lightness and compactness, with sparkling performance, but also remarkable ease of servicing, it is said.

The new Fireball V-8 has been thoroughly tested and use-proved. Many new fea-



New Gray 225-hp. motor.

tures are standard: shockless shifting with separate self-adjusting clutches for forward and reverse, permitting instantaneous or gradual engagement, new "Velvet Drive" hydraulic transmission designed for Gray by Warner Gear, and new "roll pin" for fastening for propeller shaft to maintain coupling balance. New Gray adjustable rubber "Quick-Align" mounts are also standard.

Water-heated intake manifold permits all-day idling without "loading." Independent temperature controls on each bank of cylinders provide faster engine warm-up and added economy. Gray water-boiled elbows eliminate exhaust hot spots, and the rugged positive displacement water pump on the oversize cooling system cools each cylinder bank separately and evenly.

Spark plugs, oil dipstick and filler tube are all located on top of the Fireball V-8 for simpler servicing. A very complete instruction manual is included with each engine, and an illustrated parts list has been printed.

The Fireball V-8 increase the range of Gray's line of four- and six-cylinder gasoline and diesel marine engines, which now includes 24 models.

Canco Studies Aluminum As Material For Cans

The research and technical department of the American Can Company has established an aluminum division to find practical low-cost methods of manufacturing aluminum alloy into commercial containers, it was announced by William C. Stolk, president.

He said the company's research department has been working on the development of aluminum containers for several years and has perfected the techniques for producing both aluminum alloy and aluminum-coated steelplate cans on a pilot line basis.

At present, there are no low-cost commercial methods available for making aluminum cans at high speeds, Mr. Stolk said. He pointed out that tin cans roll off individual production lines at rates as high as 30,000 an hour.

"The present restricted use of aluminum for containers in this country also is directly related to the metal's higher cost, compared with steel," he explained. "However, Canco's costs for tinplate (steel minutely coated with tin) have increased more than 91 per cent in the last 10 years. The gap between the cost of the two metals has been narrowing constantly."

Future market developments could lead to extensive use of aluminum and create an imperative need for technical information and new can-making skills," Mr. Stolk said.

He added that aluminum, as a lightweight and corrosion-resistant metal, is increasingly available and has already won widespread consumer acceptance through other industrial uses.

Joseph D. Martin, executive vice president of Sun Tube Company, a Canco subsidiary, will also serve as manager of the new aluminum division, which will be headquartered at Basking Ridge, N.J. Sun Tube for years has manufactured seamless, aluminum tubes.

Standard-Knapp Names New Sales and Engineering Chiefs

Appointment of Charles V. Nicholson as general sales manager and Joseph H. Walter as manager of engineering has been announced by Emhart Manufacturing Co., Standard-Knapp Division, Portland, Conn., producers of automatic packaging equipment.

Nicholson joins Standard-Knapp from the F. J. Stokes Corp. where he served successively as manager of the international division, general sales manager and assistant to the vice president of sales. Before joining Stokes in 1954 he was manager of the export division of Henry Disston & Sons.

TRACY NABSTEDT

Tracy Nabstedt President Of Snow-Nabstedt Company

Tracy S. Nabstedt was recently elected president of The Snow-Nabstedt Gear Corporation of Hamden, Conn., manufacturers of the well-known Joes and S-N marine reverse and reduction gears. Tracy S. Nabstedt came with the company in 1941, working mainly in sales and service and has remained with the company since that time except for four years during which he served in the U.S. Navy. During his service in the South Pacific he was in charge of maintenance of PT boat transmissions which were designed and manufactured by the company. He returned to the company in 1946 and has been successfully active in methods, service and production. In 1952 he was made vice-president, and in 1955 general manager.

Wire Rope Lore Offered In CF&I-Wickwire Book

A 72-page illustrated catalog describing the complete line of CF&I-Wickwire wire has been made available by The Colorado Fuel and Iron Corporation.

The new catalog gives complete ordering specifications for all CF&I wire including manufacturers low carbon coarse wire, high carbon fine and specialty wire, low carbon fine and specialty wire, and flat and shaped wire.

The catalog includes diagrams and descriptions of the various types and grades of wire, and also describes the manufacture of CF&I wire with special emphasis on the rigid testing and quality control of the product.

The catalog is available without charge at the company's New York sales department, 575 Madison Avenue, or at any of the regional offices.

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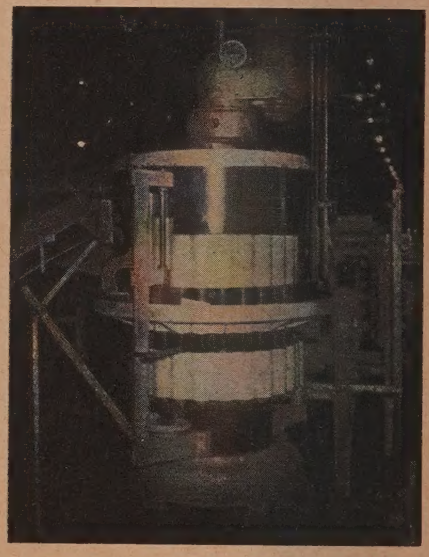

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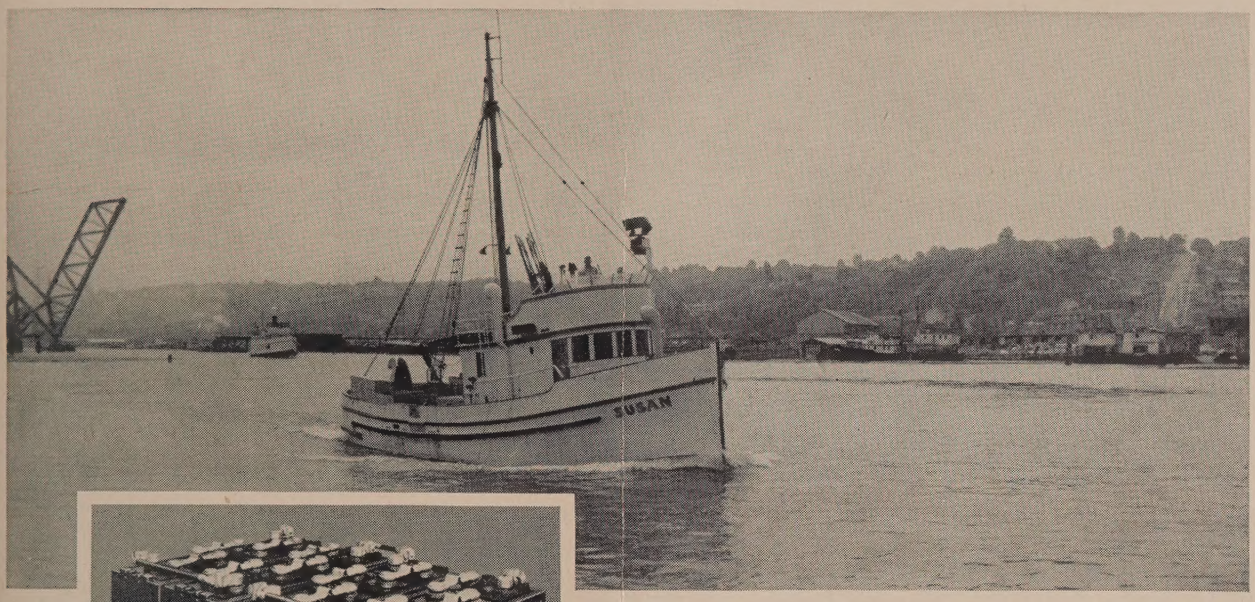
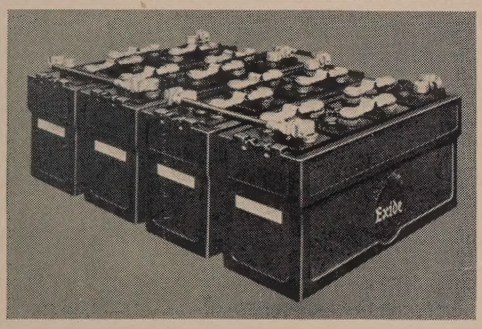
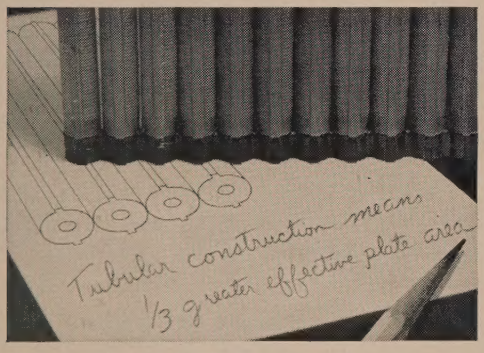




Fishing boat "Susan," owned by Capt. Einar Pederson of Seattle, needs sufficient battery power to start its heavy duty engines. Electrical equipment aboard includes two sets of loran, radar, Fathometer, fishscope, ship-to-shore radiotelephone, flood-lighting system, plus interior lighting and bridge controls—all contributing to better safety or better fishing. "Susan" is equipped with a 32 v Exide-Ironclad Battery.



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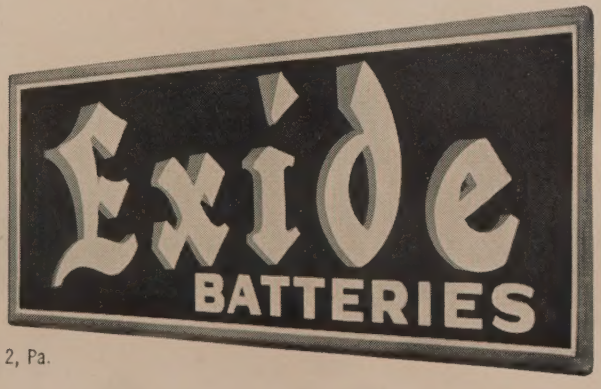

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CAT* D342 gives "Patricia Joan" dependable power

Thorvald D. Larsen, of Seattle, calls his *Patricia Joan* just a good all-round fishing boat. She's typical of the big fleet that fishes halibut off the coasts of Washington, British Columbia and Alaska. A 57-footer, with 17-foot beam and 8.8-foot draft, her net tonnage is 17, gross 53. A Caterpillar D342 Engine swings her 48″ x 40″ wheel through 3:1 reduction gear, and gives her 9 knots speed. Her capacity is about 70,000 pounds of fish.

Mr. Larsen says: "I saw Cat Engines doing a good job in other boats in the fishing fleet, so I bought this D342 to replace my old engine."

The D342 is a compact, rugged 6-cylinder power plant that delivers 150 HP for continuous, 24-hour duty. Like all Caterpillar Marine Diesels it's built for hard, steady work under all conditions. Modern four-cycle design simplifies maintenance. There are no cylinder ports to clean, and the exclusive single-orifice injection valves handle a wide range of fuels, including No. 2 furnace oil, without fouling or clogging. The fuel system requires no adjustments or balancing.

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